

ESSB 6106 - H AMD
By Representative

ADOPTED AND ENGROSSED 2/27/18

1 Strike everything after the enacting clause and insert the
2 following:

3 "2017-2019 FISCAL BIENNIUM

4 GENERAL GOVERNMENT AGENCIES—OPERATING

5 Sec. 101. 2017 c 313 s 101 (uncodified) is amended to read as
6 follows:

7 FOR THE DEPARTMENT OF ARCHAEOLOGY AND HISTORIC PRESERVATION

8 Motor Vehicle Account—State Appropriation (~~(\$496,000)~~)
9 \$513,000

10 Sec. 102. 2017 c 313 s 103 (uncodified) is amended to read as
11 follows:

12 FOR THE OFFICE OF FINANCIAL MANAGEMENT

13 Motor Vehicle Account—State Appropriation (~~(\$1,580,000)~~)
14 \$3,891,000

15 Puget Sound Ferry Operations Account—State Appropriation . . \$116,000

16 TOTAL APPROPRIATION. (~~(\$1,696,000)~~)
17 \$4,007,000

18 The appropriations in this section are subject to the following
19 conditions and limitations: (~~(\$300,000)~~) \$2,570,000 of the motor
20 vehicle account—state appropriation is provided solely for the office
21 of financial management to work with the department of transportation
22 on integrating the transportation reporting and accounting
23 information system or its successor system with the One Washington
24 project. The office of financial management and the department of
25 transportation must provide a joint status report to the
26 transportation committees of the legislature on at least a calendar
27 quarter basis. The report must include, but is not limited to: The
28 status of the department's ability to integrate the transportation
29 reporting and accounting information system or its successor system
30 with the One Washington project; the status of the One Washington

1 project; and a description of significant changes to planned
2 timelines or deliverables.

3 **Sec. 103.** 2017 c 313 s 105 (uncodified) is amended to read as
4 follows:

5 **FOR THE DEPARTMENT OF AGRICULTURE**

6 Motor Vehicle Account—State Appropriation (~~(\$1,254,000)~~)
7 \$1,306,000

8 The appropriation in this section is subject to the following
9 conditions and limitations: Within the amount provided in this
10 section, the department shall conduct a pilot program to consist of
11 the following activities:

12 (1) The department shall produce a fuel tax sticker for display
13 on each motor fuel pump from which fuel is sold at retail that
14 displays and provides notice of the federal and state fuel tax rates.
15 The sticker must display the rate of each tax, in cents per gallon,
16 for each type of fuel.

17 (2) The department shall provide notice of federal and state fuel
18 tax rates, in the form of a fuel tax sticker, with any other notice
19 displayed or required by department rule to be displayed on motor
20 fuel pumps.

21 (3) The department shall distribute fuel tax stickers to all
22 individuals who conduct fuel pump inspections, including department
23 employees and local government employees. Government employees who
24 conduct fuel pump inspections shall display a fuel tax sticker on
25 each motor fuel pump or shall verify that such a sticker is being
26 displayed at the time of inspection as required under this
27 subsection. Fuel tax stickers must:

28 (a) Be displayed on each face of the motor fuel pump on which the
29 price of the fuel sold from the pump is displayed; and

30 (b) Be displayed in a clear, conspicuous, and prominent manner.

31 (4) The department shall provide fuel tax stickers by mail to
32 fuel pump owners who request them for the face of each motor fuel
33 pump for which a sticker is requested.

34 (5) The department shall produce updated fuel tax stickers on an
35 annual basis when one or more fuel tax rates have changed. Fuel tax
36 stickers must be replaced at the time of motor fuel pump inspection
37 if the sticker has been updated with any new fuel tax rates.

1 the association of Washington cities, and the Washington state
2 association of counties.

3 (2) The work group shall use the statewide don't drip and drive
4 program established by the department as a model for creating this
5 new program. The work group shall establish principles, review
6 options, and develop recommendations regarding the new program.
7 Recommendations made by the work group shall include, but are not
8 limited to:

- 9 (a) Identifying an entity to manage the program;
- 10 (b) Potential public, private, and nonprofit partners;
- 11 (c) The potential scope of the program; and
- 12 (d) Funding requirements and potential funding sources for the
13 program.

14 (3) The work group shall submit a report with its findings and
15 recommendations to the transportation committees of the legislature
16 by November 1, 2018.

17 NEW SECTION. **Sec. 107.** A new section is added to 2017 c 313
18 (uncodified) to read as follows:

19 **FOR THE HOUSE OF REPRESENTATIVES**

20 Motor Vehicle Account—State Appropriation \$2,126,000

21 NEW SECTION. **Sec. 108.** A new section is added to 2017 c 313
22 (uncodified) to read as follows:

23 **FOR THE SENATE**

24 Motor Vehicle Account—State Appropriation \$2,029,000

25 **TRANSPORTATION AGENCIES—OPERATING**

26 **Sec. 201.** 2017 3rd sp.s. c 1 s 995 (uncodified) is amended to
27 read as follows:

28 **FOR THE WASHINGTON TRAFFIC SAFETY COMMISSION**

29 Highway Safety Account—State Appropriation (~~(\$4,266,000)~~)
30 \$4,329,000

31 Highway Safety Account—Federal Appropriation (~~(\$22,048,000)~~)
32 \$22,210,000

33 Highway Safety Account—Private/Local Appropriation \$118,000

34 School Zone Safety Account—State Appropriation \$850,000

35 TOTAL APPROPRIATION. (~~(\$27,282,000)~~)

The appropriations in this section are subject to the following conditions and limitations:

(1) \$100,000 of the highway safety account—state appropriation is provided solely for the implementation of chapter 324, Laws of 2017 (~~Substitute Senate Bill No. 5402~~) (bicyclist safety advisory council).

(2) \$1,000,000 of the highway safety account—state appropriation is provided solely for the implementation of section 13(4), chapter 336, Laws of 2017 (~~Engrossed Second Substitute House Bill No. 1614~~) (impaired driving). The funding is provided for grants to organizations that seek to reduce driving under the influence of drugs and alcohol and for administering the program. \$108,806 of the amount provided in this subsection is for the commission to cover the costs associated with administering the grant program. The funding provided in this subsection is contingent on the availability of funds raised by the fee, described in section 13(4), chapter 336, Laws of 2017 (~~Engrossed Second Substitute House Bill No. 1614~~) (impaired driving), sufficient to cover the costs of administering the program.

Sec. 202. 2017 c 313 s 202 (uncodified) is amended to read as follows:

FOR THE COUNTY ROAD ADMINISTRATION BOARD

Rural Arterial Trust Account—State Appropriation	(\$1,022,000)
	<u>\$1,058,000</u>
Motor Vehicle Account—State Appropriation	(\$2,504,000)
	<u>\$2,721,000</u>
County Arterial Preservation Account—State	
Appropriation	(\$1,541,000)
	<u>\$1,594,000</u>
TOTAL APPROPRIATION.	(\$5,067,000)
	<u>\$5,373,000</u>

Sec. 203. 2017 c 313 s 203 (uncodified) is amended to read as follows:

FOR THE TRANSPORTATION IMPROVEMENT BOARD

Transportation Improvement Account—State	
Appropriation	(\$4,089,000)

1 \$4,320,000

2 **Sec. 204.** 2017 c 313 s 204 (uncodified) is amended to read as
3 follows:

4 **FOR THE JOINT TRANSPORTATION COMMITTEE**

5 <u>Highway Safety Account—State Appropriation.</u>	\$95,000
6 Motor Vehicle Account—State Appropriation	((\$1,589,000))
7	<u>\$1,972,000</u>
8 Multimodal Transportation Account—State	
9 Appropriation.	((\$700,000))
10	<u>\$1,015,000</u>
11 TOTAL APPROPRIATION.	((\$2,289,000))
12	<u>\$3,082,000</u>

13 The appropriations in this section are subject to the following
14 conditions and limitations:

15 (1)(a) \$200,000 of the multimodal transportation account—state
16 appropriation is for a consultant study of marine pilotage in
17 Washington state, with a goal of recommending best practices for: An
18 analytically-driven pilotage tariff and fee setting process;
19 determination of the total number of pilots and pilot workload; pilot
20 recruitment, training, review, and selection, with a focus on
21 increasing pilot diversity; and selection of governance structures
22 for the oversight and management of pilotage activities. The study
23 must include the following:

24 (i)(A) An examination of current practices of the board of
25 pilotage related to: Pilotage tariff and fee setting, including a
26 review of the development and composition of fees, their relationship
27 to tariffs and pilotage district expenditures, and an analysis of
28 pilot benefits; the setting of the total number of pilots and pilot
29 workload distribution; pilot candidate recruitment and training;
30 pilot review and selection processes; and reporting to comply with
31 statutory requirements;

32 (B) An examination of the current oversight, administrative
33 practices, and governance of the board of pilotage commissioners and
34 the two pilotage districts, including board composition analysis, the
35 possible role of the legislative appropriations process, and options
36 for insurance liability coverage for the board of pilotage
37 commissioners;

1 (ii) A comparison of current practices identified under this
2 subsection (1)(a) to best practices in marine pilotage elsewhere in
3 the United States, including both state licensed pilotage and federal
4 pilotage systems with independent contractor, public employee, or
5 private employee pilots; and a comparison to marine pilotage
6 activities outside of the United States, to the extent these marine
7 pilotage activities can inform the evaluation process and identify
8 additional best practices that could be implemented in Washington
9 state;

10 (iii) A comparison of the results of the examination of current
11 practices to best practices in the United States in areas other than
12 marine pilotage for which similar activities are conducted;

13 (iv) An evaluation of the extent to which the best practices
14 examined can be implemented and would be effective in Washington
15 state; and

16 (v) A recommendation for the best practices that should be
17 adopted by Washington state for each of the areas examined.

18 (b) The joint transportation committee must issue a report of its
19 findings and recommendations to the house of representatives and
20 senate transportation committees by January 8, 2018.

21 (2) \$160,000 of the motor vehicle account—state appropriation is
22 for the joint transportation committee to contract with the
23 University of Minnesota to independently analyze and assess traffic
24 data for the express toll lanes and general purpose lanes of the
25 Interstate 405 tolled corridor, including in terms of the performance
26 measures described in RCW 47.56.880, and to develop and recommend
27 near-term and longer-term strategies for the improvement of traffic
28 performance in this corridor. A report summarizing the results of the
29 traffic data assessment and providing recommended strategies is due
30 to the transportation committees of the legislature by January 8,
31 2018.

32 (3)(a) \$500,000 of the multimodal transportation account—state
33 appropriation is for a consultant study of air cargo movement at
34 Washington airports. The study must:

35 (i) Describe the state's air cargo system, and identify the
36 facilities that comprise the system;

37 (ii) Evaluate the current and projected future capacity of the
38 air cargo system;

39 (iii) Identify underutilized capacity;

1 (iv) Identify and describe what market forces may determine
2 demand for cargo service at different facilities and what role the
3 shippers and cargo service providers play in determining how cargo is
4 moved in the state;

5 (v) Develop a definition of congestion in the state's air cargo
6 system, including metrics by which to measure congestion and the cost
7 of congestion to shippers; and

8 (vi) Evaluate what would be needed to more effectively use
9 existing capacity at airports across the state. As part of this
10 evaluation, the study must:

11 (A) Evaluate air, land, and surface transportation constraints,
12 including intermodal constraints, to accommodate current demand and
13 future growth;

14 (B) Evaluate impediments to addressing those constraints;

15 (C) Evaluate options to address those constraints; and

16 (D) Evaluate the impacts to air cargo-related industries that
17 would result from shifting cargo service to Washington airports that
18 currently have available capacity.

19 (b) The study must also identify the state's interest in reducing
20 air cargo congestion and evaluate ways to address this interest on a
21 statewide basis.

22 (c) The study must provide recommendations regarding:

23 (i) Options to reduce air cargo congestion and more efficiently
24 use available capacity at Washington airports;

25 (ii) Options to address the state's interest in reducing air
26 cargo congestion on a statewide basis;

27 (iii) Strategies to accomplish the recommendations under this
28 subsection (3)(c); and

29 (iv) Statutory changes needed to implement the recommendations
30 under this subsection (3)(c).

31 (d) The department of transportation shall provide technical
32 support for the study, including providing guidance regarding
33 information that may already be available due to the department's
34 ongoing work on the Washington aviation system plan.

35 (e) The joint transportation committee shall issue a report of
36 its findings and recommendations to the house of representatives and
37 senate transportation committees by December 14, 2018.

38 (4) \$100,000 of the motor vehicle account—state appropriation is
39 for the joint transportation committee to conduct an assessment of
40 the current roles and responsibilities of the transportation

1 commission. The purpose of the assessment is to review the current
2 membership, functions, powers, and duties of the transportation
3 commission beyond those granted to the transportation commission as
4 the tolling authority under RCW 47.56.850, for the adoption of ferry
5 fares and pricing policies under RCW 47.60.315, or for work related
6 to the road usage charge pilot project as directed by the
7 legislature. When conducting the assessment, the joint transportation
8 committee must consult with the transportation commission and the
9 office of financial management.

10 (a) The assessment must consist of a review of the following:

11 (i) The primary enabling statutes of the transportation
12 commission contained in RCW 47.01.051 through 47.01.075;

13 (ii) The transportation commission's functions relating to
14 ferries under chapters 47.60 and 47.64 RCW beyond those granted by
15 the legislature for adoption of fares and pricing policies;

16 (iii) The existing budget of the transportation commission to
17 ensure it is appropriate for the roles and responsibilities it is
18 directed to do by the governor and the legislature;

19 (iv) The transportation commission's current roles and
20 responsibilities relating to transportation planning, transportation
21 policy development, and other functions; and

22 (v) Other issues related to the transportation commission as
23 determined by the joint transportation committee.

24 (b) A report of the assessment findings and recommendations is
25 due to the transportation committees of the legislature by December
26 31, 2017.

27 (5)(a) \$360,000 of the motor vehicle account—state appropriation,
28 from the cities' statewide fuel tax distributions under RCW
29 46.68.110(2), is for the joint transportation committee to conduct a
30 study to assess the current state of city transportation funding,
31 identify emerging issues, and recommend funding sources to meet
32 current and future needs. As part of the study, the joint
33 transportation committee shall:

34 (i) Identify current city transportation funding
35 responsibilities, sources, and gaps;

36 (ii) Identify emerging issues that may add additional strain on
37 city costs and funding capacity;

38 (iii) Identify future city funding needs;

39 (iv) Evaluate alternative sources of funding; and

40 (v) Recommend sources of funding to address those needs and gaps.

1 (b) In considering alternative sources of funding, the study
2 shall evaluate sources available outside of the state of Washington
3 that currently are not available in Washington.

4 (c) In conducting the study, the joint transportation committee
5 must consult with:

6 (i) City representatives;

7 (ii) A representative from the department of transportation local
8 programs division;

9 (iii) A representative from the transportation improvement board;

10 (iv) A representative from the department of transportation/
11 metropolitan planning organization/regional transportation planning
12 organization coordinating committee; and

13 (v) Others as appropriate.

14 (d) The association of Washington cities and the department of
15 transportation shall provide technical support to the study.

16 (e) The joint transportation committee must issue a report of its
17 findings and recommendations to the transportation committees of the
18 legislature by June 30, 2019.

19 (6)(a) \$315,000 of the multimodal transportation account—state
20 appropriation is for a consultant study of the capital needs of
21 public transportation systems operated by public transportation
22 benefit areas, metropolitan municipal corporations, cities, counties,
23 and county transportation authorities. The study must include:

24 (i) An inventory of each agency's vehicle fleet;

25 (ii) An inventory of each agency's facilities, including the
26 state of repair;

27 (iii) The replacement and expansion needs of each agency's
28 vehicle fleet, as well as the associated costs, over the next ten
29 years;

30 (iv) The replacement and expansion needs for each agency's
31 facilities including, but not limited to, such facilities as park and
32 rides, transit centers, and maintenance buildings;

33 (v) The source of funding, if known, planned to cover the cost of
34 the bus and facilities replacement and expansion needs including, but
35 not limited to, local revenue, state grants, and federal grants;

36 (vi) The amount of service that could be provided with the local
37 funds that are currently required for each agency's total capital
38 needs; and

39 (vii) A list of potential state, federal, or local revenue
40 sources that public transportation agencies could access or implement

1 in order to meet agencies' capital needs. These revenue sources may
2 be either currently available sources or sources that would need
3 legislative authorization.

4 (b) The Washington state transit association and the Washington
5 state department of transportation shall provide technical support to
6 the study.

7 (c) The joint transportation committee shall issue a report of
8 its findings and recommendations to the transportation committees of
9 the legislature by March 1, 2019.

10 (7)(a) \$95,000 of the highway safety account—state appropriation
11 is provided solely for the joint transportation committee, in
12 consultation with the department of licensing, to assess
13 opportunities for improving the ability of commercial driver's
14 license holders and applicants to obtain commercial driver's license
15 medical certification and variances, when not governed by federal
16 law, to address the current shortage of individuals who are
17 authorized to drive commercial motor vehicles in the state by
18 maximizing the availability of commercial driver's licenses for
19 individuals who are able to safely drive these vehicles. The joint
20 transportation committee must review current department of licensing
21 practices and state laws and regulations, evaluating potential
22 opportunities to expand eligibility criteria for commercial driver's
23 license medical certifications and variances, and make
24 recommendations regarding how department of licensing practices and
25 state laws and regulations can be modified to increase the
26 availability of commercial driver's licenses to address the current
27 shortage of individuals who are authorized to drive commercial motor
28 vehicles in the state.

29 (b) This review must include an assessment of possible approaches
30 for developing a system within the department of licensing, such as
31 through the use of a new state medical advisory board or panel, for
32 setting state (i) medical certification requirements for excepted
33 interstate commercial driver's license holders and applicants; and
34 (ii) medical waiver requirements for physicians to use in evaluating
35 whether to grant medical variances to intrastate nonexcepted
36 commercial driver's license holders and applicants. Methods in use by
37 other states to set state medical certification and medical waiver
38 requirements must be considered. Under this approach, medical
39 standards, when not governed by federal law, would be determined by
40 the state rather than set by default to exceed or match federal

1 medical standards for requiring medical certifications from excepted
2 interstate commercial driver's license holders and applicants and for
3 granting medical variances to intrastate commercial driver's license
4 holders and applicants. In the case of medical variances, the medical
5 standards adopted would be required to be based on sound medical
6 judgment combined with appropriate performance standards ensuring no
7 adverse effect on safety, as specified in 49 C.F.R. Sec.
8 350.341(h)(2).

9 (c) In conducting this review, in addition to consulting with the
10 department of licensing, the joint transportation committee must
11 consult with stakeholders who currently rely on the state's
12 commercial driver's license medical certification process, the
13 Washington state patrol, the traffic safety commission, and the state
14 department of health.

15 (d) An overview of the work conducted and the recommendations
16 developed, including specific changes to state law and regulations,
17 are due to the transportation committees of the legislature and the
18 governor by November 1, 2018. Recommendations should include methods
19 for expediting implementation of the recommendations made, without
20 compromising safety considerations, to address the current shortage
21 of individuals who are authorized to drive commercial motor vehicles
22 in the state as quickly as possible.

23 **Sec. 205.** 2017 c 313 s 205 (uncodified) is amended to read as
24 follows:

25 **FOR THE TRANSPORTATION COMMISSION**

26 Motor Vehicle Account—State Appropriation	((\$2,074,000))
	<u>\$2,295,000</u>
28 Multimodal Transportation Account—State Appropriation . . .	\$462,000
29 TOTAL APPROPRIATION.	((\$2,536,000))
	<u>\$2,757,000</u>

31 The appropriations in this section are subject to the following
32 conditions and limitations:

33 (1)(a) The commission shall coordinate with the department of
34 transportation to jointly pursue any federal or other funds that are
35 or might become available to fund a road usage charge pilot project.
36 Where feasible, grant application content prepared by the commission
37 must reflect the direction provided by the road usage charge steering
38 committee on the preferred road usage charge pilot project approach.

1 One or more grant applications may be developed as part of the road
2 usage charge pilot project implementation plan development work, but
3 the pilot project implementation plan must nevertheless include any
4 details necessary for a full launch of the pilot project not required
5 to be included in any grant application.

6 (b) The commission shall reconvene the road usage charge steering
7 committee, with the same membership authorized in chapter 222, Laws
8 of 2014, as well as the addition of a representative from the Puget
9 Sound regional council, and, upon finalization of the federal grant
10 award for stage 1 of the road usage charge pilot project, shall
11 report at least once every three months to the steering committee
12 with updates on project progress, key project milestones, and
13 developments related to securing additional federal funding for
14 future road usage charge pilot work until stage 2 of the road usage
15 charge pilot project begins. Each report must include a phone or in-
16 person meeting with the steering committee, with a maximum of two in-
17 person meetings to be held in 2017. A year-end report on the status
18 of the project must be provided to the governor's office and the
19 transportation committees of the house of representatives and the
20 senate by December 1, 2017. If the year-end report is not the final
21 report for stage 1 of the pilot project, a final report that includes
22 an evaluation of stage 1 of the pilot project must be provided to the
23 governor's office and the transportation committees of the house of
24 representatives and the senate following completion of stage 1 of the
25 pilot project. Any legislative vacancies on the steering committee
26 must be appointed by the speaker of the house of representatives for
27 a house of representatives member vacancy, and by the majority leader
28 and minority leader of the senate for a senate member vacancy.

29 (c) Once stage 2 of the road usage charge pilot project begins,
30 the commission shall periodically report to the steering committee
31 with updates on the progress of the Washington state road usage
32 charge pilot project, which is scheduled to be completed in February
33 of 2019.

34 (2) The legislature finds that there is a need for long-term toll
35 payer relief from increasing toll rates on the Tacoma Narrows bridge.
36 Therefore, the commission must convene a work group to review,
37 update, add to as necessary, and comment on various scenarios for
38 toll payer relief outlined in the 2014 joint transportation committee
39 report on internal refinance opportunities for the Tacoma Narrows
40 bridge. The work group must include participation from the Tacoma

1 Narrows bridge citizen's advisory group, at least one member from
2 each of the legislative delegations from the districts immediately
3 abutting the Tacoma Narrows bridge, the local chambers of commerce,
4 and affected local communities. Legislative members of the work group
5 must be reimbursed for travel expenses by the commission. The work
6 group must submit a report with its preferred and prioritized policy
7 solutions to the transportation committees of the legislature by
8 December 1, 2017.

9 (3) \$150,000 of the motor vehicle account—state appropriation is
10 provided solely for the implementation of chapter . . . (Substitute
11 House Bill No. 2970), Laws of 2018 (autonomous work group) for the
12 commission to fund the facilitation and coordination of work group
13 activities. If chapter . . . (Substitute House Bill No. 2970), Laws
14 of 2018 is not enacted by June 30, 2018, the amount provided in this
15 subsection lapses.

16 **Sec. 206.** 2017 c 313 s 206 (uncodified) is amended to read as
17 follows:

18 **FOR THE FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD**
19 Motor Vehicle Account—State Appropriation (~~(\$818,000)~~)
20 \$836,000

21 The appropriation in this section is subject to the following
22 conditions and limitations: \$60,000 of the motor vehicle account—
23 state appropriation is provided solely for the board, from amounts
24 set aside out of statewide fuel taxes distributed to cities according
25 to RCW 46.68.110(2), to manage and update the road-rail conflicts
26 database produced as a result of the joint transportation committee's
27 "Study of Road-rail Conflicts in Cities (2016)." The board shall
28 update the database using data from the most recent versions of the
29 Washington state freight and goods transportation system update,
30 marine cargo forecast, and other relevant sources. The database must
31 continue to identify prominent road-rail conflicts that will help to
32 inform strategic state investment for freight mobility statewide. The
33 board shall form a committee including, but not limited to,
34 representatives from local governments, the department of
35 transportation, the utilities and transportation commission, and
36 relevant stakeholders to identify and recommend a statewide list of
37 projects using a corridor-based approach. The board shall provide the

1 list to the transportation committees of the legislature and the
2 office of financial management by September 1, 2018.

3 **Sec. 207.** 2017 c 313 s 207 (uncodified) is amended to read as
4 follows:

5 **FOR THE WASHINGTON STATE PATROL**

6	State Patrol Highway Account—State Appropriation . . .	((\$480,926,000))
7		<u>\$490,774,000</u>
8	State Patrol Highway Account—Federal Appropriation . . .	((\$14,025,000))
9		<u>\$14,592,000</u>
10	State Patrol Highway Account—Private/Local	
11	Appropriation	((\$3,863,000))
12		<u>\$4,016,000</u>
13	Highway Safety Account—State Appropriation	((\$1,067,000))
14		<u>\$1,077,000</u>
15	Ignition Interlock Device Revolving Account—State	
16	Appropriation	\$510,000
17	Multimodal Transportation Account—State Appropriation . . .	\$276,000
18	TOTAL APPROPRIATION.	((\$500,667,000))
19		<u>\$511,245,000</u>

20 The appropriations in this section are subject to the following
21 conditions and limitations:

22 (1) Washington state patrol officers engaged in off-duty
23 uniformed employment providing traffic control services to the
24 department of transportation or other state agencies may use state
25 patrol vehicles for the purpose of that employment, subject to
26 guidelines adopted by the chief of the Washington state patrol. The
27 Washington state patrol must be reimbursed for the use of the vehicle
28 at the prevailing state employee rate for mileage and hours of usage,
29 subject to guidelines developed by the chief of the Washington state
30 patrol.

31 (2) \$510,000 of the ignition interlock device revolving account—
32 state appropriation is provided solely for the ignition interlock
33 program at the Washington state patrol to provide funding for two
34 staff to work and provide support for the program in working with
35 manufacturers, service centers, technicians, and participants in the
36 program.

37 (3) \$1,000,000 of the state patrol highway account—state
38 appropriation is provided solely for ongoing support, system updates,

1 maintenance, and an independent assessment of the P25 digital land
2 mobile radio system. Of the amount provided in this subsection,
3 \$400,000 must be used for the independent assessment of the P25
4 digital land mobile radio system. The independent assessment must
5 identify implementation issues and coverage gaps and recommend
6 strategies to address these issues and gaps. The assessment must be
7 submitted to the governor and the transportation committees of the
8 legislature by September 1, 2018. To the extent practicable, the
9 Washington state patrol shall begin implementing recommendations
10 before the completion of the independent assessment.

11 (4) The Washington state patrol and the department of
12 transportation shall jointly submit a prioritized list of weigh
13 station projects to the office of financial management by October 1,
14 2017. Projects submitted must include estimated costs for preliminary
15 engineering, rights-of-way, and construction and must also consider
16 the timing of any available funding for weigh station projects.

17 (5) The Washington state patrol and the office of financial
18 management must be consulted by the department of transportation
19 during the design phase of any improvement or preservation project
20 that could impact Washington state patrol weigh station operations.
21 During the design phase of any such project, the department of
22 transportation must estimate the cost of designing around the
23 affected weigh station's current operations, as well as the cost of
24 moving the affected weigh station.

25 (6) (~~(\$510,000)~~) \$580,000 of the state patrol highway account—
26 state appropriation is provided solely for the operation of and
27 administrative support to the license investigation unit to enforce
28 vehicle registration laws in southwestern Washington. The Washington
29 state patrol, in consultation with the department of revenue, shall
30 maintain a running estimate of sales and use taxes remitted to the
31 state pursuant to activity conducted by the license investigation
32 unit. At the end of the calendar quarter in which it is estimated
33 that more than \$625,000 in taxes have been remitted to the state
34 since the effective date of this section, the Washington state patrol
35 shall notify the state treasurer and the state treasurer shall
36 transfer funds pursuant to section (~~(408)~~) 406(25) of this act.

37 (7) \$600,000 of the state patrol highway account—state
38 appropriation is provided solely for the implementation of chapter
39 (~~(. . . (Senate Bill No. 5274))~~) 181, Laws of 2017 (WSPRS salary
40 definition). (~~(If chapter . . . (Senate Bill No. 5274), Laws of 2017~~

1 ~~is not enacted by June 30, 2017, the amount in this subsection~~
2 ~~lapses.)~~)

3 (8) \$100,000 of the state patrol highway account—state
4 appropriation is provided solely for the implementation of
5 chapter . . . (Substitute House Bill No. 2278), Laws of 2018 (privacy
6 protections in government). If chapter . . . (Substitute House Bill
7 No. 2278), Laws of 2018 is not enacted by June 30, 2018, the amount
8 provided in this subsection lapses.

9 (9) \$4,354,000 of the state patrol highway account—state
10 appropriation is provided solely for an additional cadet class,
11 consisting of the 35th arming class and 111th trooper basic training
12 class, in the 2017-2019 fiscal biennium.

13 **Sec. 208.** 2017 c 313 s 208 (uncodified) is amended to read as
14 follows:

15 **FOR THE DEPARTMENT OF LICENSING**

16	Marine Fuel Tax Refund Account—State Appropriation	\$34,000
17	Motorcycle Safety Education Account—State	
18	Appropriation	((\$4,523,000))
19		<u>\$4,608,000</u>
20	State Wildlife Account—State Appropriation	((\$1,030,000))
21		<u>\$891,000</u>
22	Highway Safety Account—State Appropriation	((\$202,973,000))
23		<u>\$268,694,000</u>
24	Highway Safety Account—Federal Appropriation	\$3,215,000
25	Motor Vehicle Account—State Appropriation	((\$90,659,000))
26		<u>\$83,938,000</u>
27	Motor Vehicle Account—Federal Appropriation	\$329,000
28	Motor Vehicle Account—Private/Local Appropriation	((\$2,048,000))
29		<u>\$5,139,000</u>
30	Ignition Interlock Device Revolving Account—State	
31	Appropriation	((\$5,250,000))
32		<u>\$5,262,000</u>
33	Department of Licensing Services Account—State	
34	Appropriation	((\$6,611,000))
35		<u>\$6,899,000</u>
36	License Plate Technology Account—State	
37	Appropriation	\$3,000,000
38	<u>Abandoned RV Account—State Appropriation</u>	<u>\$500,000</u>

1 TOTAL APPROPRIATION. ((~~\$319,672,000~~))
2 \$382,509,000

3 The appropriations in this section are subject to the following
4 conditions and limitations:

5 (1) ((~~\$205,000 of the highway safety account—state~~)) \$230,000 of
6 the motor vehicle account—private/local appropriation is provided
7 solely for the implementation of chapter . . . (Engrossed House Bill
8 No. 2201), Laws of ((~~2017~~)) 2018 (MVET collection). If chapter . . .
9 (Engrossed House Bill No. 2201), Laws of ((~~2017~~)) 2018 is not enacted
10 by June 30, ((~~2017~~)) 2018, the amount provided in this subsection
11 lapses.

12 (2) \$20,810,000 of the highway safety account—state appropriation
13 and \$3,000,000 of the license plate technology account—state
14 appropriation are provided solely for business and technology
15 modernization. The department and the state chief information officer
16 or his or her designee must provide a joint project status report to
17 the transportation committees of the legislature on at least a
18 calendar quarter basis. The report must include, but is not limited
19 to: Detailed information about the planned and actual scope,
20 schedule, and budget; status of key vendor and other project
21 deliverables; and a description of significant changes to planned
22 deliverables or system functions over the life of the project.
23 Project staff will periodically brief the committees or the
24 committees' staff on system security and data protection measures.

25 (3) The department when modernizing its computer systems must
26 place personal and company data elements in separate data fields to
27 allow the department to select discrete data elements when providing
28 information or data to persons or entities outside the department.
29 This requirement must be included as part of the systems design in
30 the department's business and technology modernization. Pursuant to
31 the restrictions in federal and state law, a person's photo, social
32 security number, or medical information must not be made available
33 through public disclosure or data being provided under RCW 46.12.630
34 or 46.12.635.

35 (4) ((~~\$4,471,000~~)) \$46,718,000 of the highway safety account—
36 state appropriation is provided solely for costs necessary to
37 accommodate increased demand for enhanced drivers' licenses and
38 enhanced identicards. The office of financial management shall place
39 \$27,247,000 of the ((~~entire~~)) amount provided in this subsection in

1 unallotted status. The office of financial management may release
2 portions of the funds when it determines that average wait times have
3 increased by more than two minutes based on wait time and volume data
4 provided by the department compared to average wait times and volume
5 during the month of December (~~(2016)~~) 2017. The department and the
6 office of financial management shall evaluate the use of these funds
7 on a monthly basis and (~~(periodically)~~) report quarterly to the
8 transportation committees of the legislature on average wait times
9 and volume data for enhanced drivers' licenses and enhanced
10 identicards.

11 (5) The department shall continue to encourage the use of online
12 vehicle registration renewal reminders and minimize the number of
13 letters mailed by the department. To further this goal, the
14 department shall develop a pilot program to replace first-class mail,
15 letter-form renewal reminders with postcard renewal reminders. The
16 goal of the pilot program is to realize substantial savings on
17 printing and postage costs. The pilot program must include customers
18 who performed their last renewal online and still receive a paper
19 renewal notice. The appropriations in this section reflect savings in
20 postage and printing costs of at least \$250,000 in the 2017-2019
21 fiscal biennium.

22 (6) (~~(\$350,000)~~) \$550,000 of the highway safety account—state
23 appropriation is provided solely for communication and outreach
24 activities necessary to inform the public of federally acceptable
25 identification options including, but not limited to, enhanced
26 drivers' licenses and enhanced identicards. The department shall
27 develop and implement an outreach plan that includes informational
28 material that can be effectively communicated to all communities and
29 populations in Washington. At least thirty-five percent of this
30 appropriation must be used by the department for outreach efforts to
31 communities that would not otherwise be served by traditional media
32 outlets.

33 (7) \$19,000 of the highway safety account—state appropriation is
34 provided solely for the implementation of chapter (~~(. . . (Substitute~~
35 ~~Senate Bill No. 5289))~~) 334, Laws of 2017 (distracted driving). (~~(If~~
36 ~~chapter . . . (Substitute Senate Bill No. 5289), Laws of 2017 is not~~
37 ~~enacted by June 30, 2017, the amount provided in this subsection~~
38 ~~lapses.)~~)

1 (8) \$57,000 of the motor vehicle account—state appropriation is
2 provided solely for the implementation of chapter (~~(. . . (House Bill~~
3 ~~No. 1400))~~) 11, Laws of 2017 (aviation license plate). (~~(If~~
4 ~~chapter . . . (House Bill No. 1400), Laws of 2017 is not enacted by~~
5 ~~June 30, 2017, the amount provided in this subsection lapses.)~~)

6 (9) \$572,000 of the highway safety account—state appropriation is
7 provided solely for the implementation of chapter (~~(. . . (Engrossed~~
8 ~~Substitute House Bill No. 1481))~~) 197, Laws of 2017 (driver education
9 uniformity). (~~(If chapter . . . (Engrossed Substitute House Bill No.~~
10 ~~1481), Laws of 2017 is not enacted by June 30, 2017, the amount~~
11 ~~provided in this subsection lapses.)~~)

12 (10) \$39,000 of the motor vehicle account—state appropriation is
13 provided solely for the implementation of chapter (~~(. . . (Substitute~~
14 ~~House Bill No. 1568))~~) 25, Laws of 2017 (Fred Hutch license plate).
15 (~~(If chapter . . . (Substitute House Bill No. 1568), Laws of 2017 is~~
16 ~~not enacted by June 30, 2017, the amount provided in this subsection~~
17 ~~lapses.)~~)

18 (11) \$104,000 of the ignition interlock device revolving account—
19 state appropriation is provided solely for the implementation of
20 chapter (~~(. . . (Engrossed Second Substitute House Bill No. 1614))~~)
21 336, Laws of 2017 (impaired driving). (~~(If chapter . . . (Engrossed~~
22 ~~Second Substitute House Bill No. 1614), Laws of 2017 is not enacted~~
23 ~~by June 30, 2017, the amount provided in this subsection lapses.)~~)

24 (12) \$500,000 of the highway safety account—state appropriation
25 is provided solely for the implementation of chapter (~~(. . .~~
26 ~~(Engrossed Substitute House Bill No. 1808))~~) 206, Laws of 2017
27 (foster youth/driving). (~~(If chapter . . . (Engrossed Substitute~~
28 ~~House Bill No. 1808), Laws of 2017 is not enacted by June 30, 2017,~~
29 ~~the amount provided in this subsection lapses.)~~)

30 (13) \$61,000 of the highway safety account—state appropriation is
31 provided solely for the implementation of chapter (~~(. . . (Engrossed~~
32 ~~Senate Bill No. 5008))~~) 310, Laws of 2017 (REAL ID compliance). (~~(If~~
33 ~~chapter . . . (Engrossed Senate Bill No. 5008), Laws of 2017 is not~~
34 ~~enacted by June 30, 2017, the amount in this subsection lapses.)~~)

35 (14)(a) Within existing funds, the department, in consultation
36 with the department of ecology, shall convene a work group comprised
37 of registered tow truck operators, hulk haulers, representatives from
38 county solid waste facilities, and the recycling community to develop

1 a sustainable plan for the collection and disposal of abandoned
2 recreational vehicles.

3 (b) The work group shall report on the current problems relating
4 to abandoned recreational vehicles and develop policy options for
5 procedures relating to the transportation, recycling, and disposal of
6 abandoned recreational vehicles, as well as other potentially related
7 issues. As a result of its discussions, the work group shall also
8 produce draft legislation. The final report and draft legislation are
9 due to the standing transportation committees of the legislature on
10 December 1, 2017.

11 (15) \$30,000 of the highway safety account—state appropriation is
12 provided solely for the implementation of chapter ~~((~~Senate~~~~
13 ~~Bill No. 5382))~~ 122, Laws of 2017 (reduced-cost identicards). ~~((If~~
14 ~~chapter ~~Senate Bill No. 5382~~, Laws of 2017 is not enacted by~~
15 ~~June 30, 2017, the amount in this subsection lapses.))~~

16 (16) \$112,000 of the motor vehicle account—state appropriation is
17 provided solely for the implementation of chapter ~~((~~Engrossed~~~~
18 ~~Substitute Senate Bill No. 5338))~~ 218, Laws of 2017 (registration
19 enforcement). ~~((If chapter ~~Engrossed Substitute Senate Bill~~~~
20 ~~No. 5338), Laws of 2017 is not enacted by June 30, 2017, the amount~~
21 ~~in this subsection lapses.))~~

22 (17) \$30,000 of the highway safety account—state appropriation is
23 provided solely for the implementation of chapter ~~((~~Substitute~~~~
24 ~~Senate Bill No. 5343))~~ 43, Laws of 2017 (tow truck notices). ~~((If~~
25 ~~chapter ~~Substitute Senate Bill No. 5343~~, Laws of 2017 is not~~
26 ~~enacted by June 30, 2017, the amount in this subsection lapses.))~~

27 (18) \$230,000 of the highway safety account—state appropriation
28 is provided solely for developing an application program interface
29 service. This work must result in a mobile browser based application
30 for use on tablet devices at licensing services offices.

31 (a) The application must be able to be used by licensing services
32 offices staff for:

33 (i) Prescreening customers and directing them to the most
34 efficient service line;

35 (ii) Performing any transaction within the department's online
36 services;

37 (iii) Answering customer questions regarding license status and
38 reinstatement; and

1 (iv) Providing a queue ticket to customers waiting for service
2 inside and outside the office.

3 (b) Additionally, the application must be:

4 (i) Able to add a feature allowing customers to get in line via
5 an online application and receive a mobile text message when their
6 turn is approaching; and

7 (ii) Scalable to add other features to mobile devices to expedite
8 customer service.

9 (19) \$112,000 of the highway safety account—state appropriation
10 and \$88,000 of the motor vehicle account—state appropriation are
11 provided solely for the department to make information technology
12 updates and modifications to the driver and vehicle system in order
13 to implement bills that are enacted in the 2018 legislative session.

14 (20) \$500,000 of the abandoned RV account—state appropriation is
15 provided solely for the implementation of chapter . . . (Substitute
16 House Bill No. 2925), Laws of 2018 (abandoned recreational vehicle
17 disposal). If chapter . . . (Substitute House Bill No. 2925), Laws of
18 2018 is not enacted by June 30, 2018, the amount provided in this
19 subsection lapses.

20 (21) Within amounts provided in this section, the department, in
21 consultation with the county auditors, shall convene a work group to
22 assess the current licensing services system and the establishment of
23 a new licensing services partnership committee. The purpose of the
24 licensing services partnership committee will be to provide a forum
25 for communication between licensing partners regarding Washington's
26 licensing services system.

27 (a) The work group must consist of, but is not limited to, a
28 representative from the department, a county auditor, a county
29 licensing manager, a subagent representative who is a small office
30 manager, a subagent representative from eastern Washington, and a
31 subagent representative from western Washington.

32 (b) The work group must consider, at a minimum, and make
33 recommendations on expanding services offered by subagents,
34 establishing voluntary payment plans and automatic renewal options,
35 enhancing electronic title and renewal options, the current financial
36 environment for subagents and county auditors, and the establishment
37 of the licensing service partnership committee.

38 (c) The work group shall submit a report with its findings and
39 recommendations to the transportation committees of the

1 legislature by December 1, 2018. Recommendations must be made on the
2 policy options listed in (b) of this subsection. Recommendations
3 regarding the licensing services partnership committee must also
4 include whether or not to implement a pilot project for the
5 committee, and if the pilot project is implemented, whether or not
6 the pilot project should have a fixed term.

7 **Sec. 209.** 2017 c 313 s 209 (uncodified) is amended to read as
8 follows:

9 **FOR THE DEPARTMENT OF TRANSPORTATION—TOLL OPERATIONS AND MAINTENANCE**
10 **—PROGRAM B**

11	High Occupancy Toll Lanes Operations Account—State	
12	Appropriation	((\$4,033,000))
13		<u>\$4,462,000</u>
14	Motor Vehicle Account—State Appropriation	\$513,000
15	State Route Number 520 Corridor Account—State	
16	Appropriation	((\$52,671,000))
17		<u>\$57,137,000</u>
18	State Route Number 520 Civil Penalties Account—State	
19	Appropriation	((\$4,328,000))
20		<u>\$4,131,000</u>
21	Tacoma Narrows Toll Bridge Account—State	
22	Appropriation	((\$32,134,000))
23		<u>\$33,621,000</u>
24	Interstate 405 Express Toll Lanes Operations	
25	Account—State Appropriation	((\$22,194,000))
26		<u>\$21,760,000</u>
27	Alaskan Way Viaduct Replacement Project Account—State	
28	Appropriation.	((\$6,506,000))
29		<u>\$13,938,000</u>
30	TOTAL APPROPRIATION.	((\$122,379,000))
31		<u>\$135,562,000</u>

32 The appropriations in this section are subject to the following
33 conditions and limitations:

34 (1) \$1,300,000 of the Tacoma Narrows toll bridge account—state
35 appropriation and \$9,048,000 of the state route number 520 corridor
36 account—state appropriation are provided solely for the purposes of
37 addressing unforeseen operations and maintenance costs on the Tacoma
38 Narrows bridge and the state route number 520 bridge, respectively.

1 The office of financial management shall place the amounts provided
2 in this subsection, which represent a portion of the required minimum
3 fund balance under the policy of the state treasurer, in unallotted
4 status. The office may release the funds only when it determines that
5 all other funds designated for operations and maintenance purposes
6 have been exhausted.

7 (2) \$3,100,000 of the Interstate 405 express toll lanes
8 operations account—state appropriation, \$1,498,000 of the state route
9 number 520 corridor account—state appropriation, and \$1,802,000 of
10 the high occupancy toll lanes operations account—state appropriation
11 are provided solely for the operation and maintenance of roadside
12 toll collection systems.

13 (3) (~~(\$4,328,000)~~) \$4,131,000 of the state route number 520 civil
14 penalties account—state appropriation, \$2,192,000 of the Tacoma
15 Narrows toll bridge account—state appropriation, and \$1,191,000 of
16 the Interstate 405 express toll lanes operations account—state
17 appropriation are provided solely for expenditures related to the
18 toll adjudication process.

19 (4) The department shall make detailed quarterly expenditure
20 reports available to the Washington state transportation commission
21 and to the public on the department's web site using current
22 resources. The reports must include a summary of toll revenue by
23 facility on all operating toll facilities and high occupancy toll
24 lane systems, and an itemized depiction of the use of that revenue.

25 (5) As long as the facility is tolled, the department must
26 provide quarterly reports to the transportation committees of the
27 legislature on the Interstate 405 express toll lane project
28 performance measures listed in RCW 47.56.880(4). These reports must
29 include:

30 (a) Information on the travel times and travel time reliability
31 (at a minimum, average and 90th percentile travel times) maintained
32 during peak and nonpeak periods in the express toll lanes and general
33 purpose lanes for both the entire corridor and commonly made trips in
34 the corridor including, but not limited to, northbound from Bellevue
35 to Rose Hill, state route number 520 at NE 148th to Interstate 405 at
36 state route number 522, Bellevue to Bothell (both NE 8th to state
37 route number 522 and NE 8th to state route number 527), and a trip
38 internal to the corridor (such as NE 85th to NE 160th) and similar
39 southbound trips;

1 (b) A month-to-month comparison of travel times and travel time
2 reliability for the entire corridor and commonly made trips in the
3 corridor as specified in (a) of this subsection since implementation
4 of the express toll lanes and, to the extent available, a comparison
5 to the travel times and travel time reliability prior to
6 implementation of the express toll lanes;

7 (c) Total express toll lane and total general purpose lane
8 traffic volumes, as well as per lane traffic volumes for each type of
9 lane (i) compared to total express toll lane and total general
10 purpose lane traffic volumes, as well as per lane traffic volumes for
11 each type of lane, on this segment of Interstate 405 prior to
12 implementation of the express toll lanes and (ii) compared to total
13 express toll lane and total general purpose lane traffic volumes, as
14 well as per lane traffic volumes for each type of lane, from month to
15 month since implementation of the express toll lanes; and

16 (d) Underlying congestion measurements, that is, speeds, that are
17 being used to generate the summary graphs provided, to be made
18 available in a digital file format.

19 (6) \$666,000 of the high occupancy toll lanes operations account—
20 state appropriation, \$11,527,000 of the state route number 520
21 corridor account—state appropriation, \$4,955,000 of the Tacoma
22 Narrows toll bridge account—state appropriation, \$4,286,000 of the
23 Interstate 405 express toll lanes operations account—state
24 appropriation, and \$6,506,000 of the Alaskan Way viaduct replacement
25 project account—state appropriation are provided solely for the
26 department to implement a new tolling customer service toll
27 collection system, and are subject to the conditions, limitations,
28 and review provided in section 701 (~~of this act~~), chapter 313, Laws
29 of 2017.

30 (a) The office of financial management shall place \$2,000,000 of
31 the amounts provided in this subsection in unallotted status, to be
32 distributed between the facilities using the account proportions in
33 this subsection. If the vendors selected as the successful bidders
34 for the new tolling customer service toll collection system or the
35 operator of the new system are different than the vendor as of
36 January 1, 2017, the office of financial management may release
37 portions of this amount as transition costs.

38 (b) The funds provided in this subsection from the Alaskan Way
39 viaduct replacement project account—state appropriation are provided

1 through a transfer from the motor vehicle account—state in section
2 ((408)) (406)(26) of this act. These funds are a loan to the Alaskan
3 Way viaduct replacement project account—state, and the legislature
4 assumes that these funds will be reimbursed to the motor vehicle
5 account—state at a later date when the portion of state route number
6 99 that is the deep bore tunnel is operational.

7 (c) The department must provide a project status report to the
8 office of financial management and the transportation committees of
9 the legislature on at least a calendar quarterly basis. The report
10 must include, but is not limited to:

11 (i) Detailed information about the planned and actual scope,
12 schedule, and budget;

13 (ii) Status of key vendor and other project deliverables; and

14 (iii) A description of significant changes to planned
15 deliverables or system functions over the life of the project.

16 (d) The department shall continue to work with the office of
17 financial management, office of the chief information officer, and
18 the transportation committees of the legislature on the project
19 management plan that includes a provision for independent
20 verification and validation of contract deliverables from the
21 successful bidder and a provision for quality assurance that includes
22 reporting independently to the office of the chief information
23 officer on an ongoing basis during system implementation.

24 (7) The department shall make detailed quarterly reports to the
25 governor and the transportation committees of the legislature on the
26 following:

27 (a) The use of consultants in the tolling program, including the
28 name of the contractor, the scope of work, the type of contract,
29 timelines, deliverables, any new task orders, and any extensions to
30 existing consultant contracts;

31 (b) The nonvendor costs of administering toll operations,
32 including the costs of staffing the division, consultants and other
33 personal service contracts required for technical oversight and
34 management assistance, insurance, payments related to credit card
35 processing, transponder purchases and inventory management, facility
36 operations and maintenance, and other miscellaneous nonvendor costs;
37 and

38 (c) The vendor-related costs of operating tolled facilities,
39 including the costs of the customer service center, cash collections

1 on the Tacoma Narrows bridge, electronic payment processing, and toll
2 collection equipment maintenance, renewal, and replacement.

3 (d) The toll adjudication process, including a summary table for
4 each toll facility that includes:

5 (i) The number of notices of civil penalty issued;

6 (ii) The number of recipients who pay before the notice becomes a
7 penalty;

8 (iii) The number of recipients who request a hearing and the
9 number who do not respond;

10 (iv) Workload costs related to hearings;

11 (v) The cost and effectiveness of debt collection activities; and

12 (vi) Revenues generated from notices of civil penalty.

13 (8) (~~(\$13,617,000)~~) \$13,179,000 of the Interstate 405 express
14 toll lanes operations account—state appropriation is provided solely
15 for operational costs related to the express toll lane facility. The
16 office of financial management shall place \$6,808,000 of the amount
17 provided in this subsection in unallotted status. The office of
18 financial management may only release the funds to the department
19 upon the passage of a 2018 supplemental transportation budget.

20 (9) In 2021, toll equipment on the Tacoma Narrows Bridge will
21 have reached the end of its operational life. During the 2017-2019
22 fiscal biennium, the department plans to issue a request for
23 proposals as the first stage of a competitive procurement process
24 that will replace the toll equipment and select a new tolling
25 operator for the Tacoma Narrows Bridge. The request for proposals and
26 subsequent competitive procurement must incorporate elements that
27 prioritize the overall goal of lowering costs per transaction for the
28 facility, such as incentives for innovative approaches which result
29 in lower transactional costs, requests for efficiencies on the part
30 of the bidder that lower operational costs, and incorporation of
31 technologies such as self-serve credit card machines or other point-
32 of-payment technologies that lower costs or improve operational
33 efficiencies.

34 **Sec. 210.** 2017 c 313 s 210 (uncodified) is amended to read as
35 follows:

36 **FOR THE DEPARTMENT OF TRANSPORTATION—INFORMATION TECHNOLOGY—PROGRAM**

37 **C**

38 Transportation Partnership Account—State Appropriation . . \$1,460,000

1	Motor Vehicle Account—State Appropriation	((\$83,572,000))
2		<u>\$87,960,000</u>
3	Puget Sound Ferry Operations Account—State	
4	Appropriation	\$263,000
5	Multimodal Transportation Account—State	
6	Appropriation	((\$2,876,000))
7		<u>\$2,878,000</u>
8	Transportation 2003 Account (Nickel Account)—State	
9	Appropriation	\$1,460,000
10	TOTAL APPROPRIATION.	((\$89,631,000))
11		<u>\$94,021,000</u>

12 The appropriations in this section are subject to the following
13 conditions and limitations:

14 (1) \$9,588,000 of the motor vehicle account—state appropriation
15 is provided solely for the development of the labor system
16 replacement project and is subject to the conditions, limitations,
17 and review provided in section 701 (~~of this act~~), chapter 313, Laws
18 of 2017. It is the intent of the legislature that if any portion of
19 the labor system replacement project is leveraged in the future for
20 the time, leave, and labor distribution of any other agencies, the
21 motor vehicle account will be reimbursed proportionally for the
22 development of the system since amounts expended from the motor
23 vehicle account must be used exclusively for highway purposes in
24 conformance with Article II, section 40 of the state Constitution.
25 This must be accomplished through a loan arrangement with the current
26 interest rate under the terms set by the office of the state
27 treasurer at the time the system is deployed to additional agencies.
28 If the motor vehicle account is not reimbursed for future use of the
29 system, it is further the intent of the legislature that reductions
30 will be made to central service agency charges accordingly.

31 (2) \$2,296,000 of the motor vehicle account—state appropriation
32 is provided solely for the development of ferries network systems
33 support.

34 (3) \$365,000 of the motor vehicle account—state appropriation is
35 provided solely for the department to contract with a consultant to
36 develop a plan, in consultation with the office of financial
37 management, and cost estimate to modernize and migrate the
38 department's business applications from an agency-based data center
39 to the state data center or a cloud-based environment.

1 private and public utilities and any facilities that predate the
2 department's acquisition of the property, at no cost to those
3 entities. Prior to completing the transfer, the department shall also
4 ensure that provisions, by fair market assessment, are made to
5 accommodate other private and public utilities and any facilities
6 that have been legally allowed by permit or other instrument.

7 (c) The department may sell any adjoining property that is not
8 necessary to support the Rocky Reach Trail and adjacent buffer areas
9 only after the transfer of trail-related property to the Washington
10 state parks and recreation commission is complete. Adjoining property
11 owners must be given the first opportunity to acquire such property
12 that abuts their property, and applicable boundary line or other
13 adjustments must be made to the legal descriptions for recording
14 purposes.

15 **Sec. 214.** 2017 c 313 s 214 (uncodified) is amended to read as
16 follows:

17 **FOR THE DEPARTMENT OF TRANSPORTATION—PUBLIC-PRIVATE PARTNERSHIPS—**
18 **PROGRAM K**

19	Motor Vehicle Account—State Appropriation	((\$622,000))
20		<u>\$640,000</u>
21	Electric Vehicle Charging Infrastructure	
22	Account—State Appropriation.	\$1,000,000
23	Multimodal Transportation Account—State	
24	Appropriation.	((\$535,000))
25		<u>\$610,000</u>
26	TOTAL APPROPRIATION.	((\$2,157,000))
27		<u>\$2,250,000</u>

28 The appropriations in this section are subject to the following
29 conditions and limitations:

30 (1) \$35,000 of the multimodal transportation account—state
31 appropriation is provided solely for the public-private partnerships
32 program to conduct an outreach effort to assess interest in a public-
33 private partnership to rebuild the Anacortes ferry terminal. The
34 public-private partnerships program shall issue a request for letters
35 of interest, similar to the request issued in 2009, in a public-
36 private partnership to rebuild the Anacortes ferry terminal by
37 combining the ferry terminal functions and structure with one or more
38 commercial ventures, including, but not limited to, ventures to

1 provide lodging, conference and meeting facilities, food service,
2 shopping, or other retail operations. The public-private partnerships
3 program shall notify the transportation committees of the legislature
4 upon release of the request for letters of interest and shall provide
5 the transportation committees of the legislature with a summary of
6 the information collected once the letters of interest have been
7 received.

8 (2) \$1,000,000 of the electric vehicle charging infrastructure
9 account—state appropriation is provided solely for the purpose of
10 capitalizing the Washington electric vehicle infrastructure bank as
11 provided in chapter 44, Laws of 2015 3rd sp. sess. (transportation
12 revenue). The department may spend no more than one million dollars
13 from the electric vehicle charging infrastructure account during the
14 four-year period of the 2015-2017 and 2017-2019 fiscal biennia.

15 (3) The economic partnerships program must continue to explore
16 retail partnerships at state-owned park and ride facilities, as
17 authorized in RCW 47.04.295.

18 (4) \$500,000 of the multimodal transportation account—state
19 appropriation is provided solely to study public-private partnership
20 alternatives for the financing and construction of an entry building
21 located at Colman Dock.

22 (a) As part of the study, the public-private partnerships program
23 must work with the city of Seattle, Native American tribes, and local
24 community groups to evaluate the efficacy of contracting with a
25 private entity to participate in the construction of the Colman Dock
26 entry building. The study must:

27 (i) Identify and discuss options to construct the facility as
28 currently scoped;

29 (ii) Identify and discuss options, including rescoping the
30 current design of the facility for purposes of providing a project
31 that has the potential to increase economic development activities
32 along the Seattle waterfront area, such as through the inclusion of
33 office space and restaurants;

34 (iii) Consider concepts and options found in the design
35 development described in the 2013-2015 capital budget (chapter 19,
36 Laws of 2013 2nd sp. sess.), including connections to Pier 48 as a
37 future public park;

38 (iv) Consider rooftop public access for panoramic views of the
39 Puget Sound and Olympic mountains; and

1 (v) Consider exhibits of the history and heritage of the
2 vicinity.

3 (b) By November 15, 2017, the public-private partnerships program
4 must provide a report to the governor and the transportation
5 committees of the legislature on the program's findings and
6 recommendations.

7 (5) \$75,000 of the multimodal transportation account—state
8 appropriation is provided solely for the department to contract with
9 the Puget Sound Clean Air Agency to conduct a study that identifies
10 and evaluates opportunities to facilitate low-income utilization of
11 electric vehicles. The study must include, but is not limited to,
12 development and evaluation of an electric vehicle car-sharing program
13 for low-income housing sites that is designed to maximize the use of
14 electric vehicles by residents of these sites, and that must consider
15 any infrastructure needs that will need to be met to support the use
16 of electric vehicles at these sites. The department must provide a
17 report detailing the findings of this study to the transportation
18 committees of the legislature by December 1, 2018.

19 **Sec. 215.** 2017 c 313 s 215 (uncodified) is amended to read as
20 follows:

21 **FOR THE DEPARTMENT OF TRANSPORTATION—HIGHWAY MAINTENANCE—PROGRAM M**

22 Motor Vehicle Account—State Appropriation	(((\$434,781,000))
23	\$452,070,000
24 Motor Vehicle Account—Federal Appropriation	\$7,000,000
25 State Route Number 520 Corridor Account—State	
26 Appropriation	\$4,447,000
27 Tacoma Narrows Toll Bridge Account—State	
28 Appropriation	\$1,233,000
29 <u>Alaskan Way Viaduct Replacement Project</u>	
30 <u>Account—State Appropriation</u>	<u>\$2,982,000</u>
31 TOTAL APPROPRIATION.	(((\$447,461,000))
32	<u>\$467,732,000</u>

33 The appropriations in this section are subject to the following
34 conditions and limitations:

35 (1) (((\$7,092,000)) \$8,000,000 of the motor vehicle account—state
36 appropriation is provided solely for utility fees assessed by local
37 governments as authorized under RCW 90.03.525 for the mitigation of
38 stormwater runoff from state highways.

1 (2) \$4,447,000 of the state route number 520 corridor account—
2 state appropriation is provided solely to maintain the state route
3 number 520 floating bridge. These funds must be used in accordance
4 with RCW 47.56.830(3).

5 (3) \$1,233,000 of the Tacoma Narrows toll bridge account—state
6 appropriation is provided solely to maintain the new Tacoma Narrows
7 bridge. These funds must be used in accordance with RCW 47.56.830(3).

8 (4) \$35,000 of the motor vehicle account—state appropriation is
9 provided solely for the department to submit a request for proposals
10 as part of a pilot project that explores the use of rotary auger
11 ditch cleaning and reshaping service technology in maintaining
12 roadside ditches for state highways. The pilot project must consist
13 of at least one technology test on each side of the Cascade mountain
14 range.

15 (5) \$250,000 of the motor vehicle account—state appropriation is
16 provided solely for the department to implement safety improvements
17 and debris clean up on department-owned rights-of-way in the city of
18 Seattle. Direct or contracted activities must include collecting and
19 disposing of garbage, clearing debris or hazardous material, and
20 implementing safety improvements. Funds may also be used to contract
21 with the city of Seattle to provide mutual services in rights-of-way
22 similar to contract agreements in the 2015-2017 fiscal biennium.

23 **Sec. 216.** 2017 c 313 s 216 (uncodified) is amended to read as
24 follows:

25 **FOR THE DEPARTMENT OF TRANSPORTATION—TRAFFIC OPERATIONS—PROGRAM Q—**
26 **OPERATING**

27 Motor Vehicle Account—State Appropriation	((\$62,578,000))
	<u>\$65,864,000</u>
29 Motor Vehicle Account—Federal Appropriation	\$2,050,000
30 Motor Vehicle Account—Private/Local Appropriation	\$250,000
31 TOTAL APPROPRIATION.	((\$64,878,000))
	<u>\$68,164,000</u>

33 The appropriations in this section are subject to the following
34 conditions and limitations:

35 (1) \$6,000,000 of the motor vehicle account—state appropriation
36 is provided solely for low-cost enhancements. The department shall
37 give priority to low-cost enhancement projects that improve safety or
38 provide congestion relief. By December 15th of each odd-numbered

1 year, the department shall provide a report to the legislature
2 listing all low-cost enhancement projects completed in the prior
3 fiscal biennium.

4 (2) When regional transit authority construction activities are
5 visible from a state highway, the department shall allow the regional
6 transit authority to place safe and appropriate signage informing the
7 public of the purpose of the construction activity.

8 (3) The department must make signage for low-height bridges a
9 high priority.

10 (4) \$50,000 of the motor vehicle account—state appropriation is
11 provided solely for the department to coordinate with the appropriate
12 local jurisdictions for development and implementation of a historic
13 route 10 signage program on Interstate 90 from the Columbia River to
14 the Idaho state border.

15 (5) During the 2017-2019 fiscal biennium, the department shall
16 continue a pilot program that expands private transportation
17 providers' access to high occupancy vehicle lanes. Under the pilot
18 program, when the department reserves a portion of a highway based on
19 the number of passengers in a vehicle, the following vehicles must be
20 authorized to use the reserved portion of the highway if the vehicle
21 has the capacity to carry eight or more passengers, regardless of the
22 number of passengers in the vehicle: (a) Auto transportation company
23 vehicles regulated under chapter 81.68 RCW; (b) passenger charter
24 carrier vehicles regulated under chapter 81.70 RCW, except marked or
25 unmarked stretch limousines and stretch sport utility vehicles as
26 defined under department of licensing rules; (c) private nonprofit
27 transportation provider vehicles regulated under chapter 81.66 RCW;
28 and (d) private employer transportation service vehicles. For
29 purposes of this subsection, "private employer transportation
30 service" means regularly scheduled, fixed-route transportation
31 service that is offered by an employer for the benefit of its
32 employees. Nothing in this subsection is intended to authorize the
33 conversion of public infrastructure to private, for-profit purposes
34 or to otherwise create an entitlement or other claim by private users
35 to public infrastructure.

36 **Sec. 217.** 2017 c 313 s 217 (uncodified) is amended to read as
37 follows:

1 **FOR THE DEPARTMENT OF TRANSPORTATION—TRANSPORTATION MANAGEMENT AND**
2 **SUPPORT—PROGRAM S**

3	Motor Vehicle Account—State Appropriation	((\$32,794,000))
4		<u>\$34,122,000</u>
5	Motor Vehicle Account—Federal Appropriation	\$1,656,000
6	Multimodal Transportation Account—State	
7	Appropriation	((\$1,128,000))
8		<u>\$1,129,000</u>
9	TOTAL APPROPRIATION.	((\$35,578,000))
10		<u>\$36,907,000</u>

11 The appropriations in this section are subject to the following
12 conditions and limitations:

13 (1) \$1,500,000 of the motor vehicle account—state appropriation
14 is provided solely for a grant program that makes awards for the
15 following: (a) Support for nonprofit agencies, churches, and other
16 entities to help provide outreach to populations underrepresented in
17 the current apprenticeship programs; (b) preapprenticeship training;
18 and (c) child care, transportation, and other supports that are
19 needed to help women, veterans, and minorities enter and succeed in
20 apprenticeship. The department must report on grants that have been
21 awarded and the amount of funds disbursed by December 1, 2017, and
22 annually thereafter.

23 (2) \$300,000 of the motor vehicle account—state appropriation is
24 provided solely for succession planning and leadership training. The
25 department shall report on the implementation of these activities to
26 the transportation committees of the legislature by December 31,
27 2018.

28 **Sec. 218.** 2017 c 313 s 218 (uncodified) is amended to read as
29 follows:

30 **FOR THE DEPARTMENT OF TRANSPORTATION—TRANSPORTATION PLANNING, DATA,**
31 **AND RESEARCH—PROGRAM T**

32	Motor Vehicle Account—State Appropriation	((\$23,117,000))
33		<u>\$28,201,000</u>
34	Motor Vehicle Account—Federal Appropriation	((\$35,182,000))
35		<u>\$39,782,000</u>
36	Multimodal Transportation Account—State Appropriation	\$711,000
37	Multimodal Transportation Account—Federal	
38	Appropriation	\$2,809,000

1	Multimodal Transportation Account—Private/Local	
2	Appropriation	\$100,000
3	TOTAL APPROPRIATION.	((\$61,919,000))
4		<u>\$71,603,000</u>

5 The appropriations in this section are subject to the following
6 conditions and limitations:

7 (1) The department shall investigate opportunities for a transit-
8 oriented development pilot project at the existing Kingsgate park and
9 ride at Interstate 405 and 132nd. The department must coordinate with
10 the city of Kirkland and other key stakeholders to determine the
11 feasibility and cost of transit-oriented development at Kingsgate. A
12 report on the process and outcomes is due to the transportation
13 committees of the legislature no later than December 1, 2017.

14 (2) \$100,000 of the motor vehicle account—state appropriation and
15 \$250,000 of the motor vehicle account—federal appropriation are
16 provided solely for a study that details a cost estimate for
17 replacing the westbound U.S. 2 trestle and recommends a series of
18 financing options to address that cost and to satisfy debt service
19 requirements.

20 In conducting the study, the department shall work in close
21 collaboration with a stakeholder group that includes, but is not
22 limited to, Snohomish county, the port of Everett, economic alliance
23 Snohomish county, the cities of Everett, Lake Stevens, Marysville,
24 Snohomish, and Monroe, and affected transit agencies.

25 The department shall quantify both the cost of replacing the
26 westbound trestle structure and making mobility and capacity
27 improvements to maximize the use of the structure in the years
28 leading up to full replacement. Financing options that should be
29 examined and quantified include public-private partnerships, public-
30 public partnerships, a transportation benefit district tailored to
31 the specific incorporated and unincorporated area, loans and grants,
32 and other alternative financing measures available at the state or
33 federal level.

34 The department shall also evaluate ways in which the costs of
35 alternative financing can be debt financed.

36 The department shall complete the study and submit a final report
37 and recommendations to the transportation committees of the
38 legislature, including recommendations on statutory changes needed to
39 implement available financing options, by January 8, 2018.

1 (3) \$100,000 of the motor vehicle account—state appropriation is
2 provided solely for the department to conduct a cost-benefit analysis
3 study of building a northbound lane on state route number 167 north
4 of state route number 18 in the vicinity of the on-ramp at state
5 route number 18 and the exit at 15th Street Northwest. The analysis
6 must include, but is not limited to, the cost of shoulder hardening
7 and restriping and estimated congestion impacts resulting from the
8 additional lane. The analysis must also consider the estimated cost
9 impact of completing the additional lane work in coordination with
10 the SR 167/SR 410 to SR 18 - Congestion Management project (316706C).
11 The department shall issue a report of its findings and
12 recommendations to the transportation committees of the legislature
13 by December 31, 2018.

14 (4) \$181,000 of the motor vehicle account—state appropriation is
15 provided solely for the department, in coordination with the
16 University of Washington department of mechanical engineering, to
17 study measures to reduce noise impacts from bridge expansion joints.
18 The study must examine testing methodologies and project timelines
19 and costs. A final report must be submitted to the transportation
20 committees of the legislature by October 15, 2018.

21 (5) \$200,000 of the motor vehicle account—state appropriation is
22 provided solely for implementation of a practical solutions study for
23 the state route number 162 and state route number 410 interchange,
24 based on the recommendations of the SR-162 Study/Design project
25 (L2000107). The study must include short, medium, and long-term phase
26 recommendations and must be submitted to the transportation
27 committees of the legislature by January 1, 2019.

28 (6) \$500,000 of the motor vehicle account—state appropriation is
29 provided solely for implementation of a state route number 518
30 corridor study to be conducted in partnership with the Port of
31 Seattle, Sound Transit and other regional entities. The department
32 must study practical solutions to address high vehicle volumes and
33 delays in the corridor including evaluation of solutions to the rapid
34 growth of traffic in the corridor and how that growth impacts access
35 to the Seattle-Tacoma international airport and the surrounding
36 communities. The study must be submitted to the transportation
37 committees of the legislature by June 30, 2019.

1 (7) \$350,000 of the motor vehicle account—state appropriation is
2 provided solely for implementation of chapter 288 (Substitute Senate
3 Bill No. 5806), Laws of 2017 (I-5 Columbia river bridge).

4 (8) \$550,000 of the motor vehicle account—state appropriation is
5 provided solely for implementation of a corridor study to identify
6 potential improvements between exit 116 and exit 99 of Interstate 5.

7 **Sec. 219.** 2017 c 313 s 219 (uncodified) is amended to read as
8 follows:

9 **FOR THE DEPARTMENT OF TRANSPORTATION—CHARGES FROM OTHER AGENCIES—**
10 **PROGRAM U**

11	Motor Vehicle Account—State Appropriation	((\$69,997,000))
12		<u>\$74,784,000</u>
13	Multimodal Transportation Account—State	
14	Appropriation	((\$1,285,000))
15		<u>\$1,913,000</u>
16	TOTAL APPROPRIATION.	((\$71,282,000))
17		<u>\$76,697,000</u>

18 **Sec. 220.** 2017 c 313 s 220 (uncodified) is amended to read as
19 follows:

20 **FOR THE DEPARTMENT OF TRANSPORTATION—PUBLIC TRANSPORTATION—PROGRAM V**

21	State Vehicle Parking Account—State Appropriation	\$754,000
22	Regional Mobility Grant Program Account—State	
23	Appropriation	((\$93,920,000))
24		<u>\$101,850,000</u>
25	Rural Mobility Grant Program Account—State	
26	Appropriation	\$32,223,000
27	Multimodal Transportation Account—State	
28	Appropriation	((\$92,437,000))
29		<u>\$96,772,000</u>
30	Multimodal Transportation Account—Federal	
31	Appropriation	\$3,574,000
32	TOTAL APPROPRIATION.	((\$222,908,000))
33		<u>\$235,173,000</u>

34 The appropriations in this section are subject to the following
35 conditions and limitations:

36 (1) \$52,679,000 of the multimodal transportation account—state
37 appropriation is provided solely for a grant program for special

1 needs transportation provided by transit agencies and nonprofit
2 providers of transportation. Of this amount:

3 (a) \$12,000,000 of the multimodal transportation account—state
4 appropriation is provided solely for grants to nonprofit providers of
5 special needs transportation. Grants for nonprofit providers must be
6 based on need, including the availability of other providers of
7 service in the area, efforts to coordinate trips among providers and
8 riders, and the cost effectiveness of trips provided. Of the amount
9 provided in this subsection (1)(a), \$25,000 of the multimodal
10 transportation account—state appropriation is provided solely for the
11 ecumenical christian helping hands organization for special needs
12 transportation services.

13 (b) \$40,679,000 of the multimodal transportation account—state
14 appropriation is provided solely for grants to transit agencies to
15 transport persons with special transportation needs. To receive a
16 grant, the transit agency must, to the greatest extent practicable,
17 have a maintenance of effort for special needs transportation that is
18 no less than the previous year's maintenance of effort for special
19 needs transportation. Grants for transit agencies must be prorated
20 based on the amount expended for demand response service and route
21 deviated service in calendar year 2015 as reported in the "Summary of
22 Public Transportation - 2015" published by the department of
23 transportation. No transit agency may receive more than thirty
24 percent of these distributions.

25 (2) \$32,223,000 of the rural mobility grant program account—state
26 appropriation is provided solely for grants to aid small cities in
27 rural areas as prescribed in RCW 47.66.100.

28 (3)(a) (~~(\$10,290,000)~~) \$10,702,000 of the multimodal
29 transportation account—state appropriation is provided solely for a
30 vanpool grant program for: (i) Public transit agencies to add
31 vanpools or replace vans; and (ii) incentives for employers to
32 increase employee vanpool use. The grant program for public transit
33 agencies will cover capital costs only; operating costs for public
34 transit agencies are not eligible for funding under this grant
35 program. Additional employees may not be hired from the funds
36 provided in this section for the vanpool grant program, and
37 supplanting of transit funds currently funding vanpools is not
38 allowed. The department shall encourage grant applicants and
39 recipients to leverage funds other than state funds.

1 (b) At least \$1,600,000 of the amount provided in this subsection
2 must be used for vanpool grants in congested corridors.

3 (4) (~~(\$16,241,000)~~) \$24,171,000 of the regional mobility grant
4 program account—state appropriation is reappropriated and provided
5 solely for the regional mobility grant projects identified in LEAP
6 Transportation Document (~~(2017-2 ALL PROJECTS)~~) 2018-1 as developed
7 (~~(April 20, 2017)~~) February 18, 2018, Program - Public Transportation
8 Program (V).

9 (5)(a) \$77,679,000 of the regional mobility grant program account
10 —state appropriation is provided solely for the regional mobility
11 grant projects identified in LEAP Transportation Document (~~(2017-2~~
12 ~~ALL PROJECTS)~~) 2018-1 as developed (~~(April 20, 2017)~~) February 18,
13 2018, Program - Public Transportation Program (V). The department
14 shall review all projects receiving grant awards under this program
15 at least semiannually to determine whether the projects are making
16 satisfactory progress. Any project that has been awarded funds, but
17 does not report activity on the project within one year of the grant
18 award, must be reviewed by the department to determine whether the
19 grant should be terminated. The department shall promptly close out
20 grants when projects have been completed, and any remaining funds
21 must be used only to fund projects identified in the LEAP
22 transportation document referenced in this subsection. The department
23 shall provide annual status reports on December 15, 2017, and
24 December 15, 2018, to the office of financial management and the
25 transportation committees of the legislature regarding the projects
26 receiving the grants. It is the intent of the legislature to
27 appropriate funds through the regional mobility grant program only
28 for projects that will be completed on schedule. A grantee may not
29 receive more than twenty-five percent of the amount appropriated in
30 this subsection. The department shall not approve any increases or
31 changes to the scope of a project for the purpose of a grantee
32 expending remaining funds on an awarded grant.

33 (b) In order to be eligible to receive a grant under (a) of this
34 subsection during the 2017-2019 fiscal biennium, a transit agency
35 must establish a process for private transportation providers to
36 apply for the use of park and ride facilities. For purposes of this
37 subsection, (i) "private transportation provider" means: An auto
38 transportation company regulated under chapter 81.68 RCW; a passenger
39 charter carrier regulated under chapter 81.70 RCW, except marked or
40 unmarked stretch limousines and stretch sport utility vehicles as

1 defined under department of licensing rules; a private nonprofit
2 transportation provider regulated under chapter 81.66 RCW; or a
3 private employer transportation service provider; and (ii) "private
4 employer transportation service" means regularly scheduled, fixed-
5 route transportation service that is offered by an employer for the
6 benefit of its employees.

7 (6) Funds provided for the commute trip reduction (CTR) program
8 may also be used for the growth and transportation efficiency center
9 program.

10 (7) \$5,920,000 of the multimodal transportation account—state
11 appropriation and \$754,000 of the state vehicle parking account—state
12 appropriation are provided solely for CTR grants and activities. Of
13 this amount, \$250,000 of the multimodal transportation account—state
14 appropriation is provided solely for a voluntary pilot program to
15 expand public-private partnership CTR incentives to make measurable
16 reductions in off-peak, weekend, and nonwork trips. Ridesharing may
17 be integrated into grant proposals. The department shall prioritize
18 grant proposals that focus on the Interstate 90, Interstate 5, or
19 Interstate 405 corridor. The department shall offer competitive trip-
20 reduction grants. The department shall report to the transportation
21 committees of the legislature by December 1, 2018, on the pilot
22 program's impacts to the transportation system and potential
23 improvements to the CTR grant program.

24 (8) (~~(\$17,590,000)~~) \$20,891,000 of the multimodal transportation
25 account—state appropriation is provided solely for connecting
26 Washington transit projects identified in LEAP Transportation
27 Document (~~(2017-2 ALL PROJECTS)~~) 2018-1 as developed (~~(April 20,~~
28 ~~2017)~~) February 18, 2018. It is the intent of the legislature that
29 entities identified to receive funding in the LEAP document
30 referenced in this subsection receive the amounts specified in the
31 time frame specified in that LEAP document. If an entity has already
32 completed a project in the LEAP document referenced in this
33 subsection before the time frame identified, the entity may
34 substitute another transit project or projects that cost a similar or
35 lesser amount.

36 (9) \$2,000,000 of the multimodal transportation account—state
37 appropriation is provided solely for transit coordination grants.

38 (10) \$250,000 of the multimodal transportation account—state
39 appropriation is provided solely for King county for a pilot program

1 to provide certain students in the Highline and Lake Washington
2 school districts with an ORCA card during the summer. To be eligible
3 for an ORCA card under this program, a student must also be in high
4 school, be eligible for free and reduced-price lunches, and have a
5 job or other responsibility during the summer. King county must
6 provide a report to the department and the transportation committees
7 of legislature by December 15, 2018, regarding: The annual student
8 usage of the pilot program, available ridership data, the cost to
9 expand the program to other King county school districts, the cost to
10 expand the program to student populations other than high school or
11 eligible for free and reduced-price lunches, opportunities for
12 subsidized ORCA cards or local grant or matching funds, and any
13 additional information that would help determine if the pilot program
14 should be extended or expanded.

15 (11) The department shall not require more than a ten percent
16 match from nonprofit transportation providers for state grants.

17 (12)(a) For projects funded as part of the 2015 connecting
18 Washington transportation package listed on the LEAP transportation
19 document identified in subsection (4) of this section, if the
20 department expects to have substantial reappropriations for the
21 2019-2021 fiscal biennium, the department may, on a pilot basis,
22 apply funding from a project with an appropriation that cannot be
23 used for the current fiscal biennium to advance one or more of the
24 following projects:

25 (i) King County Metro - RapidRide Expansion, Burien-Delridge
26 (G2000031);

27 (ii) King County Metro - Route 40 Northgate to Downtown
28 (G2000032);

29 (iii) Spokane Transit - Spokane Central City Line (G2000034);

30 (iv) Kitsap Transit - East Bremerton Transfer Center (G2000039);

31 or

32 (v) City of Seattle - Northgate Transit Center Pedestrian Bridge
33 (G2000041).

34 (b) At least ten business days before advancing a project
35 pursuant to this subsection, the department must notify the office of
36 financial management and the transportation committees of the
37 legislature. The advancement of a project may not hinder the delivery
38 of the projects for which the reappropriations are necessary for the
39 2019-2021 fiscal biennium.

1 (13) \$300,000 of the multimodal transportation account—state
2 appropriation is provided solely for Pierce Transit to procure and
3 install digital transit information technology at various transit
4 centers, in order to provide transit riders with real-time arrival
5 and departure information.

6 **Sec. 221.** 2017 c 313 s 221 (uncodified) is amended to read as
7 follows:

8 **FOR THE DEPARTMENT OF TRANSPORTATION—MARINE—PROGRAM X**

9 Puget Sound Ferry Operations Account—State

10	Appropriation	((\$496,307,000))
11		<u>\$510,734,000</u>

12 Puget Sound Ferry Operations Account—Federal

13	Appropriation	\$8,743,000
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14 Puget Sound Ferry Operations Account—Private/Local

15	Appropriation	\$121,000
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16 TOTAL APPROPRIATION. ((~~\$505,171,000~~))

17 \$519,598,000

18 The appropriations in this section are subject to the following
19 conditions and limitations:

20 (1) The office of financial management budget instructions
21 require agencies to recast enacted budgets into activities. The
22 Washington state ferries shall include a greater level of detail in
23 its 2017-2019 supplemental and 2019-2021 omnibus transportation
24 appropriations act requests, as determined jointly by the office of
25 financial management, the Washington state ferries, and the
26 transportation committees of the legislature. This level of detail
27 must include the administrative functions in the operating as well as
28 capital programs.

29 (2) For the 2017-2019 fiscal biennium, the department may enter
30 into a distributor controlled fuel hedging program and other methods
31 of hedging approved by the fuel hedging committee.

32 (3) ((~~\$68,049,000~~)) \$71,004,000 of the Puget Sound ferry
33 operations account—state appropriation is provided solely for auto
34 ferry vessel operating fuel in the 2017-2019 fiscal biennium, which
35 reflect cost savings from a reduced biodiesel fuel requirement and,
36 therefore, is contingent upon the enactment of section 703 ((~~of this~~
37 ~~act~~)) chapter 313, Laws of 2017. The amount provided in this

1 subsection represents the fuel budget for the purposes of calculating
2 any ferry fare fuel surcharge.

3 (4) \$30,000 of the Puget Sound ferry operations account—state
4 appropriation is provided solely for the marine division assistant
5 secretary's designee to the board of pilotage commissioners, who
6 serves as the board chair. As the agency chairing the board, the
7 department shall direct the board chair, in his or her capacity as
8 chair, to require that the report to the governor and chairs of the
9 transportation committees required under RCW 88.16.035(1)(f) be filed
10 by September 1, 2017, and annually thereafter, and that the report
11 include the continuation of policies and procedures necessary to
12 increase the diversity of pilots, trainees, and applicants, including
13 a diversity action plan. The diversity action plan must articulate a
14 comprehensive vision of the board's diversity goals and the steps it
15 will take to reach those goals.

16 (5) \$500,000 of the Puget Sound ferry operations account—state
17 appropriation is provided solely for operating costs related to
18 moving vessels for emergency capital repairs. Funds may only be spent
19 after approval by the office of financial management.

20 (6) \$25,000 of the Puget Sound ferry operations account—state
21 appropriation is provided solely for additional hours of traffic
22 control assistance by a uniformed officer at the Fauntleroy ferry
23 terminal.

24 (7) \$75,000 of the Puget Sound ferry operations account—state
25 appropriation is provided solely for the department to contract with
26 the University of Washington to conduct an analysis of loading
27 procedures at the Fauntleroy ferry terminal. The department must
28 share the results of the analysis with the governor's office and the
29 transportation committees of the legislature by December 31, 2018.

30 **Sec. 222.** 2017 c 313 s 222 (uncodified) is amended to read as
31 follows:

32 **FOR THE DEPARTMENT OF TRANSPORTATION—RAIL—PROGRAM Y—OPERATING**
33 Multimodal Transportation Account—State

34	Appropriation	((\$80,146,000))
35		<u>\$81,168,000</u>
36	Multimodal Transportation Account—Private/Local	
37	Appropriation	((\$46,000))
38		<u>\$346,000</u>

1 TOTAL APPROPRIATION. ((\$80,192,000))

2 \$81,514,000

3 The appropriations in this section are subject to the following
4 conditions and limitations:

5 (1) \$300,000 of the multimodal transportation account—state
6 appropriation is provided solely for a consultant study of ultra
7 high-speed ground transportation. "Ultra high-speed" means two
8 hundred fifty miles per hour or more. The study must identify the
9 costs and benefits of ultra high-speed ground transportation along a
10 north-south alignment in Washington state. The study must provide:

11 ~~((1))~~ (a) An update to the high speed ground transportation
12 study commissioned pursuant to chapter 231, Laws of 1991 and
13 delivered to the governor and legislature on October 15, 1992;

14 ~~((2))~~ (b) An analysis of an ultra high-speed ground
15 transportation alignment between Vancouver, British Columbia and
16 Portland, Oregon with stations in: Vancouver, British Columbia;
17 Bellingham, Everett, Seattle, SeaTac, Tacoma, Olympia, and Vancouver,
18 Washington; and Portland, Oregon, with an option to connect with an
19 east-west alignment in Washington state and with a similar system in
20 the state of California;

21 ~~((3))~~ (c) An analysis of the following key elements:

22 ~~((a))~~ (i) Economic feasibility;

23 ~~((b))~~ (ii) Forecasted demand;

24 ~~((c))~~ (iii) Corridor identification;

25 ~~((d))~~ (iv) Land use and economic development and environmental
26 implications;

27 ~~((e))~~ (v) Compatibility with other regional transportation
28 plans, including interfaces and impacts on other travel modes such as
29 air transportation;

30 ~~((f))~~ (vi) Technological options for ultra high-speed ground
31 transportation, both foreign and domestic;

32 ~~((g))~~ (vii) Required specifications for speed, safety, access,
33 and frequency;

34 ~~((h))~~ (viii) Identification of existing highway or railroad
35 rights-of-way that are suitable for ultra high-speed travel,
36 including identification of additional rights-of-way that may be
37 needed and the process for acquiring those rights-of-way;

38 ~~((i))~~ (ix) Institutional arrangements for carrying out detailed
39 system planning, construction, and operations; and

1 ~~((+j))~~ (x) An analysis of potential financing mechanisms for an
2 ultra high-speed travel system.

3 The department shall provide a report of its study findings to
4 the governor and transportation committees of the legislature by
5 December 15, 2017.

6 (2)(a) \$300,000 of the multimodal transportation account—private/
7 local appropriation and \$900,000 of the multimodal transportation
8 account—state appropriation is provided solely for a consultant
9 business case analysis of ultra high-speed ground transportation. The
10 business case analysis must build on the results of the 2017
11 Washington state ultra high-speed ground transportation feasibility
12 study.

13 (b) The business case analysis must include an advisory group
14 with members as provided in this subsection. The president of the
15 senate shall appoint one member from each of the two largest caucuses
16 of the senate; the speaker of the house of representatives shall
17 appoint one member from each of the two largest caucuses of the house
18 of representatives; the governor or his or her designee; the
19 secretary of transportation or his or her designee; the director of
20 the department of commerce or his or her designee; the rail director
21 of the department of transportation or his or her designee; and
22 representatives from communities and stakeholders from public and
23 private sectors relevant to the analysis, including from the province
24 of British Columbia and the state of Oregon.

25 (c) The department shall provide a report of its findings to the
26 governor and transportation committees of the legislature by June 30,
27 2019.

28 **Sec. 223.** 2017 c 313 s 223 (uncodified) is amended to read as
29 follows:

30 **FOR THE DEPARTMENT OF TRANSPORTATION—LOCAL PROGRAMS—PROGRAM Z—**
31 **OPERATING**

32 Motor Vehicle Account—State Appropriation	(\$10,644,000)
	<u>\$11,364,000</u>
34 Motor Vehicle Account—Federal Appropriation	\$2,567,000
35 Multiuse Roadway Safety Account—State Appropriation	\$132,000
36 TOTAL APPROPRIATION.	(\$13,343,000)
37	<u>\$14,063,000</u>

1 The appropriations in this section are subject to the following
 2 conditions and limitations: \$1,100,000 of the motor vehicle account—
 3 state appropriation is provided solely for the department, from
 4 amounts set aside out of statewide fuel taxes distributed to counties
 5 according to RCW 46.68.120(3), to contract with the Washington state
 6 association of counties to: Provide statewide updates to
 7 transportation metrics and financial reporting; develop and implement
 8 an inventory of county culvert and short-span bridge infrastructure;
 9 and develop and implement enhanced road safety data in support of
 10 county road systemic safety programs. The Washington state
 11 association of counties must develop and implement data collection,
 12 management, and reporting in cooperation with state agencies involved
 13 with the collection and maintenance of related inventory systems.

14 **TRANSPORTATION AGENCIES—CAPITAL**

15 **Sec. 301.** 2017 c 313 s 301 (uncodified) is amended to read as
 16 follows:

17 **FOR THE FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD**

18 Freight Mobility Investment Account—State

19 Appropriation ((~~\$22,462,000~~))
 20 \$22,507,000

21 Highway Safety Account—State Appropriation ((~~\$1,900,000~~))
 22 \$2,000,000

23 Motor Vehicle Account—Federal Appropriation \$3,250,000

24 Freight Mobility Multimodal Account—State

25 Appropriation ((~~\$21,843,000~~))
 26 \$22,283,000

27 Freight Mobility Multimodal Account—Private/Local

28 Appropriation \$1,320,000

29 TOTAL APPROPRIATION. ((~~\$50,775,000~~))
 30 \$51,360,000

31 The appropriations in the section are subject to the following
 32 conditions and limitations: No state moneys may be expended to plan
 33 for or construct a roundabout on Trent road/SR 290 as part of the
 34 Spokane Valley Barker/Trent grade separation project provided this
 35 restriction does not increase the overall cost of the project.

1 **Sec. 304.** 2017 c 313 s 304 (uncodified) is amended to read as
2 follows:

3 **FOR THE TRANSPORTATION IMPROVEMENT BOARD**

4	Small City Pavement and Sidewalk Account—State	
5	Appropriation	\$5,780,000
6	Transportation Improvement Account—State	
7	Appropriation	(\$240,300,000)
8		<u>\$279,300,000</u>
9	Multimodal Transportation Account—State	
10	Appropriation	\$14,670,000
11	TOTAL APPROPRIATION.	(\$260,750,000)
12		<u>\$299,750,000</u>

13 The appropriations in this section are subject to the following
14 conditions and limitations:

15 (1) The entire multimodal transportation account—state
16 appropriation is provided solely for the complete streets program.

17 (2) \$9,687,000 of the transportation improvement account—state
18 appropriation is provided solely for:

19 (a) The arterial preservation program to help low tax-based,
20 medium-sized cities preserve arterial pavements;

21 (b) The small city pavement program to help cities meet urgent
22 preservation needs; and

23 (c) The small city low-energy street light retrofit program.

24 **Sec. 305.** 2017 c 313 s 305 (uncodified) is amended to read as
25 follows:

26 **FOR THE DEPARTMENT OF TRANSPORTATION—FACILITIES—PROGRAM D—**
27 **(DEPARTMENT OF TRANSPORTATION-ONLY PROJECTS)—CAPITAL**

28	Motor Vehicle Account—State Appropriation	(\$6,087,000)
29		<u>\$10,070,000</u>
30	Connecting Washington Account—State Appropriation	(\$24,257,000)
31		<u>\$26,537,000</u>
32	<u>Transportation Partnership Account—State</u>	
33	Appropriation	\$17,000
34	TOTAL APPROPRIATION.	(\$30,344,000)
35		<u>\$36,624,000</u>

36 The appropriations in this section are subject to the following
37 conditions and limitations:

1 (1) (~~(\$16,170,000)~~) \$17,237,000 of the connecting Washington
2 account—state appropriation is provided solely for a new Olympic
3 region maintenance and administration facility to be located on the
4 department-owned site at the intersection of Marvin Road and 32nd
5 Avenue in Lacey, Washington.

6 (2) (~~(\$8,087,000)~~) \$9,300,000 of the connecting Washington
7 account—state appropriation is provided solely for a new
8 administration facility on Euclid Avenue in Wenatchee, Washington.

9 (3) \$3,400,000 of the motor vehicle account—state appropriation
10 is provided solely for design, project management, demolition, bid
11 documents, permits, and other planning activities necessary for the
12 renovation of the facility located at 15700 Dayton Ave N in Shoreline
13 to be ready to proceed. After renovation, the building will be
14 occupied by the department of transportation, department of
15 licensing, and department of ecology. The cost of construction will
16 be shared by these agencies. The department of transportation,
17 department of licensing, and department of ecology must consult with
18 the office of financial management in all phases of the project.
19 Total project costs are not to exceed \$46,500,000.

20 **Sec. 306.** 2017 c 313 s 306 (uncodified) is amended to read as
21 follows:

22 **FOR THE DEPARTMENT OF TRANSPORTATION—IMPROVEMENTS—PROGRAM I**

23	Transportation Partnership Account—State	
24	Appropriation	((\$570,992,000))
25		<u>\$691,333,000</u>
26	Motor Vehicle Account—State Appropriation	((\$47,406,000))
27		<u>\$70,247,000</u>
28	Motor Vehicle Account—Federal Appropriation	((\$216,647,000))
29		<u>\$253,410,000</u>
30	Motor Vehicle Account—Private/Local Appropriation	((\$24,209,000))
31		<u>\$48,330,000</u>
32	Connecting Washington Account—State	
33	Appropriation	((\$1,159,822,000))
34		<u>\$1,215,024,000</u>
35	Special Category C Account—State Appropriation	((\$6,146,000))
36		<u>\$11,000,000</u>
37	Multimodal Transportation Account—State	
38	Appropriation	((\$15,162,000))

1		<u>\$16,299,000</u>
2	Alaskan Way Viaduct Replacement Project Account—State	
3	Appropriation	((\$122,046,000))
4		<u>\$122,047,000</u>
5	Transportation 2003 Account (Nickel Account)—State	
6	Appropriation	((\$51,115,000))
7		<u>\$52,457,000</u>
8	Interstate 405 Express Toll Lanes Operations Account—State	
9	Appropriation	((\$12,000,000))
10		<u>\$16,258,000</u>
11	TOTAL APPROPRIATION.	((\$2,225,545,000))
12		<u>\$2,496,405,000</u>

13 The appropriations in this section are subject to the following
14 conditions and limitations:

15 (1) Except as provided otherwise in this section, the entire
16 connecting Washington account—state appropriation and the entire
17 transportation partnership account—state appropriation are provided
18 solely for the projects and activities as listed by fund, project,
19 and amount in LEAP Transportation Document ((~~2017-1~~)) 2018-1 as
20 developed ((~~April 20, 2017~~)) February 18, 2018, Program - Highway
21 Improvements Program (I); and \$2,000,000 in additional funding is
22 provided for US 2 Trestle IJR (L1000158). However, limited transfers
23 of specific line-item project appropriations may occur between
24 projects for those amounts listed subject to the conditions and
25 limitations in subsections (28) and (31) of this section and section
26 601 of this act.

27 (2) Except as otherwise provided in this section, the entire
28 transportation 2003 account (nickel account)—state appropriation is
29 provided solely for the projects and activities as listed in LEAP
30 Transportation Document ((~~2017-1~~)) 2018-1 as developed ((~~April 20,~~
31 ~~2017~~)) February 18, 2018, Program - Highway Improvements Program (I).

32 (3) Except as provided otherwise in this section, the entire
33 motor vehicle account—state appropriation and motor vehicle account—
34 federal appropriation are provided solely for the projects and
35 activities listed in LEAP Transportation Document ((~~2017-2-ALL~~
36 ~~PROJECTS~~)) 2018-1 as developed ((~~April 20, 2017~~)) February 18, 2018,
37 Program - Highway Improvements Program (I). Any federal funds gained
38 through efficiencies, adjustments to the federal funds forecast,
39 additional congressional action not related to a specific project or

1 purpose, or the federal funds redistribution process must then be
2 applied to highway and bridge preservation activities.

3 (4) Within the motor vehicle account—state appropriation and
4 motor vehicle account—federal appropriation, the department may
5 transfer funds between programs I and P, except for funds that are
6 otherwise restricted in this act. The department shall submit a
7 report on fiscal year ~~((2017))~~ funds transferred in the prior fiscal
8 year using this subsection as part of the department's ~~((2018))~~
9 annual budget submittal.

10 (5) The connecting Washington account—state appropriation
11 includes up to ~~((\$360,433,000))~~ \$361,282,000 in proceeds from the
12 sale of bonds authorized in RCW 47.10.889.

13 (6) The transportation 2003 account (nickel account)—state
14 appropriation includes up to ~~((\$51,115,000))~~ \$24,843,000 in proceeds
15 from the sale of bonds authorized in RCW 47.10.861.

16 (7) The transportation partnership account—state appropriation
17 includes up to ~~((\$325,748,000))~~ \$363,342,000 in proceeds from the
18 sale of bonds authorized in RCW 47.10.873. ~~((Of this amount,~~
19 ~~\$122,046,000 must be transferred to the Alaskan Way viaduct~~
20 ~~replacement project account.))~~

21 (8) The Alaskan Way viaduct replacement account—state
22 appropriation includes up to \$122,046,000 in proceeds from the sale
23 of bonds authorized in RCW 47.10.873.

24 (9) The motor vehicle account—state appropriation includes up to
25 \$69,647,000 in proceeds from the sale of bonds authorized in RCW
26 47.10.843.

27 ~~((\$159,407,000))~~ (10) \$194,258,000 of the transportation
28 partnership account—state appropriation, \$7,000 of the motor vehicle
29 account—federal appropriation, ~~((\$8,000,000))~~ \$27,903,000 of the
30 motor vehicle account—private/local appropriation, ~~((\$29,100,000))~~
31 \$30,097,000 of the transportation 2003 account (nickel account)—state
32 appropriation, ~~((\$122,046,000))~~ \$122,047,000 of the Alaskan Way
33 viaduct replacement project account—state appropriation, and
34 ~~((\$2,662,000))~~ \$2,663,000 of the multimodal transportation account—
35 state appropriation are provided solely for the SR 99/Alaskan Way
36 Viaduct Replacement project (809936Z).

37 ~~((\$9))~~ (11) \$12,500,000 of the multimodal transportation account
38 —state appropriation is provided solely for transit mitigation for

1 the SR 99/Viaduct Project - Construction Mitigation project
2 (809940B).

3 ~~((10))~~ (12) Within existing resources, during the regular
4 sessions of the legislature, the department of transportation shall
5 participate in work sessions, before the transportation committees of
6 the house of representatives and senate, on the Alaskan Way viaduct
7 replacement project. These work sessions must include a report on
8 current progress of the project, timelines for completion,
9 outstanding claims, the financial status of the project, and any
10 other information necessary for the legislature to maintain
11 appropriate oversight of the project. The parties invited to present
12 may include the department of transportation, the Seattle tunnel
13 partners, and other appropriate stakeholders.

14 ~~((11) — \$5,804,000))~~ (13) \$7,769,000 of the transportation
15 partnership account—state appropriation, ~~((\$5,162,000))~~ \$6,744,000 of
16 the transportation 2003 account (nickel account)—state appropriation,
17 and ~~((\$146,000))~~ \$5,000,000 of the special category C account—state
18 appropriation are provided solely for the US 395/North Spokane
19 Corridor project (600010A). Any future savings on the project must
20 stay on the US 395/Interstate 90 corridor and be made available to
21 the current phase of the North Spokane corridor project or any future
22 phase of the project in 2017-2019.

23 ~~((12) — \$26,601,000))~~ (14) \$27,415,000 of the transportation
24 partnership account—state appropriation and ~~((\$10,956,000))~~
25 \$13,158,000 of the transportation 2003 account (nickel account)—state
26 appropriation are provided solely for the I-405/Kirkland Vicinity
27 Stage 2 - Widening project (8BI1002). This project must be completed
28 as soon as practicable as a design-build project. Any future savings
29 on this project or other Interstate 405 corridor projects must stay
30 on the Interstate 405 corridor and be made available to either the
31 I-405/SR 167 Interchange - Direct Connector project (140504C), the
32 I-405 Renton to Bellevue project (M00900R), or the I-405/SR 522 to
33 I-5 Capacity Improvements project (L2000234) in the 2017-2019 fiscal
34 biennium.

35 ~~((13))~~ (15) \$1,500,000 of the transportation partnership
36 account—state appropriation ~~((is))~~ and \$3,000,000 of the Interstate
37 405 express toll lanes operations account—state appropriation are
38 provided solely for ~~((preliminary engineering for))~~ activities
39 related to adding capacity on Interstate 405 between state route

1 number 522 and Interstate 5, with the goals of increasing vehicle
2 throughput and aligning project completion with the implementation of
3 bus rapid transit in the vicinity of the project. The transportation
4 partnership account—state appropriation funding is a transfer from
5 the I-405/Kirkland Vicinity Stage 2 - Widening project due to
6 savings, and will start an additional phase of this I-405 project.

7 ~~((14))~~ (16)(a) The SR 520 Bridge Replacement and HOV project
8 (8BI1003) is supported over time from multiple sources, including a
9 \$300,000,000 TIFIA loan, \$924,615,000 in Garvee bonds, toll revenues,
10 state bonds, interest earnings, and other miscellaneous sources.

11 (b) ~~((44,311,000))~~ \$78,958,000 of the transportation partnership
12 account—state appropriation is provided solely for the SR 520 Bridge
13 Replacement and HOV project (8BI1003).

14 (c) When developing the financial plan for the project, the
15 department shall assume that all maintenance and operation costs for
16 the new facility are to be covered by tolls collected on the toll
17 facility and not by the motor vehicle account.

18 ~~((15))~~ (17) The department shall itemize all future requests
19 for the construction of buildings on a project list and submit them
20 through the transportation executive information system as part of
21 the department's ~~((2018))~~ annual budget submittal. It is the intent
22 of the legislature that new facility construction must be transparent
23 and not appropriated within larger highway construction projects.

24 ~~((16))~~ (18) Any advisory group that the department convenes
25 during the 2017-2019 fiscal biennium must consider the interests of
26 the entire state of Washington.

27 ~~((18))~~ (19) It is the intent of the legislature that for the
28 I-5 JBLM Corridor Improvements project (M00100R), the department
29 shall actively pursue \$50,000,000 in federal funds to pay for this
30 project to supplant state funds in the future. \$50,000,000 in
31 connecting Washington account funding must be held in unallotted
32 status during the 2021-2023 fiscal biennium. These funds may only be
33 used after the department has provided notice to the office of
34 financial management that it has exhausted all efforts to secure
35 federal funds from the federal highway administration and the
36 department of defense.

37 ~~((19) — \$93,500,000))~~ (20) \$93,651,000 of the connecting
38 Washington account—state appropriation ~~((is))~~ and \$600,000 of the
39 motor vehicle account—state appropriation are provided solely for the

1 SR 167/SR 509 Puget Sound Gateway project (M00600R). Any savings on
2 the project must stay on the Puget Sound gateway corridor until the
3 project is complete.

4 ~~((+20+))~~ (21)(a) In making budget allocations to the Puget Sound
5 Gateway project, the department shall implement the project's
6 construction as a single corridor investment. The department shall
7 develop a coordinated corridor construction and implementation plan
8 for state route number 167 and state route number 509 in
9 collaboration with affected stakeholders. Specific funding
10 allocations must be based on where and when specific project segments
11 are ready for construction to move forward and investments can be
12 best optimized for timely project completion. Emphasis must be placed
13 on avoiding gaps in fund expenditures for either project.

14 (b) The secretary of transportation must develop a memorandum of
15 understanding with local project stakeholders that identifies a
16 schedule for stakeholders to provide local matching funds for the
17 Puget Sound Gateway project. Criteria for eligibility of local match
18 includes matching funds and equivalent in-kind contributions
19 including, but not limited to, land donations. The memorandum of
20 understanding must be finalized by July 1, 2018. The department must
21 submit a copy of the memorandum of understanding to the
22 transportation committees of the legislature and report regularly on
23 the status of the requirements outlined in this subsection ~~((+20+))~~
24 (21)(b) and (c) of this subsection.

25 (c) During the course of developing the memorandum of
26 understanding, the department must evaluate the project schedules to
27 determine if there are any benefits to be gained by moving the
28 project schedule forward. ~~((Additionally, the department must
29 consider completing))~~ It is the legislature's intent that if the
30 department identifies any savings after the funding gap on the base
31 project is closed as part of the proposal to expedite the project,
32 that these cost savings shall go toward construction of a full
33 single-point urban interchange at the junction of state route number
34 161 (Meridian avenue) and state route number 167 and a full single-
35 point urban interchange at the junction of state route number 509 and
36 188th Street. If the department receives additional funds from an
37 outside source for this project after the funding gap on the base
38 project is closed, the funds must be applied toward the completion of
39 these two full single-point urban interchanges.

1 (d) \$600,000 of the motor vehicle account—state appropriation
2 provided in subsection (20) of this section is provided solely for
3 planning and preliminary engineering for a full single-point urban
4 interchange at the junction of state route number 161 (Meridian
5 avenue) and state route number 167.

6 ~~((+21))~~ (22) It is the intent of the legislature that, for the
7 I-5/North Lewis County Interchange project (L2000204), the department
8 develop and design the project with the objective of significantly
9 improving access to the industrially zoned properties in north Lewis
10 county. The design must consider the county's process of
11 investigating alternatives to improve such access from Interstate 5
12 that began in March 2015.

13 ~~((+22) \$600,000)~~ (23) \$942,000 of the motor vehicle account—
14 state appropriation is provided solely for the department to complete
15 an interchange justification report (IJR) for the U.S. 2 trestle
16 (L1000158), covering the state route number 204 and 20th Street
17 interchanges at the end of the westbound structure.

18 (a) The department shall develop the IJR in close collaboration
19 with affected local jurisdictions, including Snohomish county and the
20 cities of Everett, Lake Stevens, Marysville, Snohomish, and Monroe.

21 (b) Within the amount provided for the IJR, the department must
22 address public outreach and the overall operational approval of the
23 IJR.

24 (c) The department shall complete the IJR and submit the final
25 report to the governor and the transportation committees of the
26 legislature by July 1, 2018.

27 ~~((+23))~~ (24)(a) The legislature recognizes that the city of
28 Mercer Island has unique access issues that require the use of
29 Interstate 90 to leave the island and that this access may be
30 affected by the I-90/Two-Way Transit and HOV Improvements project.
31 One of the most heavily traveled on-ramps from Mercer Island to the
32 westbound Interstate 90 general purpose lanes is from Island Crest
33 Way. The department must continue to consult with the city of Mercer
34 Island and the other signatories to the 1976 memorandum of agreement
35 to preserve access provided to Mercer Island by the Island Crest Way
36 on-ramp, and thus grandfather in the current use of the on-ramp for
37 both high occupancy vehicles as well as vehicles seeking to access
38 the general purpose lanes of Interstate 90. The department must
39 consider all reasonable access solutions, including allowing all
40 vehicles to use the Island Crest Way on-ramp to access the new high

1 occupancy vehicle lane with a reasonable and safe distance provided
2 for single-occupancy vehicles to merge into the general purpose
3 lanes.

4 (b) A final access solution for Mercer Island must consider the
5 following criteria: Safety; operational effects on all users,
6 including maintaining historic access to Interstate 90 provided from
7 Mercer Island by Island Crest Way; enforcement requirements; and
8 compliance with state and federal law.

9 (c) The department may not restrict by occupancy the westbound
10 on-ramp from Island Crest Way until a final access solution that
11 meets the criteria in (b) of this subsection has been reached.

12 (~~(24)~~ ~~\$2,000,000~~) (25) \$3,258,000 of the Interstate 405 express
13 toll lanes operations account—state appropriation is provided solely
14 for the I-405 NB Hard Shoulder Running - SR 527 to I-5 project
15 (L1000163).

16 (~~(25)~~) (26) The legislature finds that there are sixteen
17 companies involved in wood preserving in the state that employ four
18 hundred workers and have an annual payroll of fifteen million
19 dollars. Before the department's switch to steel guardrails, ninety
20 percent of the twenty-five hundred mile guardrail system was
21 constructed of preserved wood and one hundred ten thousand wood
22 guardrail posts were produced annually for state use. Moreover, the
23 policy of using steel posts requires the state to use imported steel.
24 Given these findings, where practicable, and until June 30, 2019, the
25 department shall include the design option to use wood guardrail
26 posts, in addition to steel posts, in new guardrail installations.
27 The selection of posts must be consistent with the agency design
28 manual policy that existed before December 2009.

29 (~~(26)~~) (27) For the SR 526 Corridor Improvements project
30 (N52600R), the department shall look holistically at the state route
31 number 526 corridor from the state route number 526/Interstate 5
32 interchange at the east end to the southwest Everett industrial area
33 and Boeing's west access road on the west end. The department,
34 working with affected jurisdictions and stakeholders, shall select
35 project elements that best maximize mobility and congestion relief in
36 the corridor and draw from project elements identified in a practical
37 solutions process.

38 (~~(27)~~ ~~It is the intent of the legislature that for the I-5/
39 Slater Road Interchange Improvements project (L1000099), \$2,000,000
40 of connecting Washington account state funds be added in the~~

1 ~~2021-2023 fiscal biennium and \$10,100,000 of connecting Washington~~
2 ~~account state funds be added in the 2023-2025 fiscal biennium, and~~
3 ~~that the LEAP transportation document referenced in subsection (1) of~~
4 ~~this section be updated accordingly.))~~

5 (28)(a) For projects funded as part of the 2015 connecting
6 Washington transportation package listed on the LEAP transportation
7 document identified in subsection (1) of this section, if the
8 department expects to have substantial reappropriations for the
9 2019-2021 fiscal biennium, the department may, on a pilot basis,
10 apply funding from a project with an appropriation that cannot be
11 used for the current fiscal biennium to advance one or more of the
12 following projects:

- 13 (i) SR 20/Sharpes Corner Vicinity Intersection (L1000112);
- 14 (ii) I-5/Marvin Road/SR 510 Interchange (L1100110);
- 15 (iii) I-5/Northbound On-ramp at Bakerview (L2000119);
- 16 (iv) US 395/Ridgeline Intersection (L2000127);
- 17 (v) I-90/Eastside Restripe Shoulders (L2000201);
- 18 (vi) SR 240/Richland Corridor Improvements (L2000202);
- 19 (vii) SR 14/Bingen Overpass (L2220062);
- 20 (viii) US Hwy 2 Safety (N00200R);
- 21 (ix) SR 520/148th Ave NE Overlake Access Ramp (L1100101);
- 22 (x) SR 28/SR 285 North Wenatchee Area Improvements (L2000061);
- 23 (xi) I-5/Rebuild Chambers Way Interchange Improvements
24 (L2000223);
- 25 (xii) SR 28 East Wenatchee Corridor Improvements (T10300R);
- 26 (xiii) SR 3/Belfair Bypass - New Alignment (T30400R); or
- 27 (xiv) SR 510/Yelm Loop Phase 2 (T32700R).

28 (b) At least ten business days before advancing a project
29 pursuant to this subsection, the department must notify the office of
30 financial management and the transportation committees of the
31 legislature. The advancement of a project may not hinder the delivery
32 of the projects for which the reappropriations are necessary for the
33 2019-2021 fiscal biennium.

34 (29) Within existing resources and in consultation with local
35 communities, the department shall begin planning efforts, including
36 traffic data collection, analysis and evaluation, scoping, and
37 environmental review, for roundabouts at the intersection of state
38 route number 900 and SE May Valley Road and at the intersection of
39 state route number 169 and Cedar Grove Road SE.

1 (30) Among the options studied as part of the SR 410 Corridor
2 Study project (L1000174), the department shall examine the mobility
3 and safety benefits of replacing or expanding the White River bridge
4 between Enumclaw and Buckley to four lanes and removing the trestle.

5 (31)(a) Projects funded as part of the 2015 connecting Washington
6 transportation package listed on the LEAP transportation document
7 identified in subsection (1) of this section, and delivered utilizing
8 the design-build method, may be advanced by the department subject to
9 the following conditions:

10 (i) The department has provided notification of the request to
11 advance the project as provided in (c) of this subsection;

12 (ii) The design-build project will be delivered in a more
13 efficient or cost effective manner by advancing the timeline
14 identified in the LEAP transportation document identified in
15 subsection (1) of this section; and

16 (iii) The department has consulted with the office of financial
17 management and the transportation committees of the legislature, and
18 the director of the office of financial management has provided
19 written authorization for the advancement.

20 (b) For the purpose of advancing projects eligible under (a) of
21 this subsection, the department may apply amounts available from
22 connecting Washington projects with an appropriation that would not
23 otherwise be used for the current fiscal biennium. The advancement of
24 a project may not hinder or delay the delivery of the projects for
25 which reappropriations are necessary for the 2019-2021 fiscal
26 biennium.

27 (c) At least thirty calendar days before advancing a project, the
28 department must notify the office of financial management and the
29 transportation committees of the legislature of the proposed project
30 advancement. The notification must include the projects being
31 advanced and the projects with unused appropriation authority applied
32 to advance projects pursuant to (b) of this subsection. The
33 notification must also provide the rationale for timing changes for
34 each advanced project and for each project with an appropriation that
35 would not otherwise be used for the current fiscal biennium.

36 (32) Proceeds from the sale of any surplus real property acquired
37 for the purpose of building the SR 167/SR 509 Puget Sound Gateway
38 (M00600R) project must be deposited into the motor vehicle account
39 for the purpose of constructing the project.

1 **Sec. 307.** 2017 c 313 s 307 (uncodified) is amended to read as
2 follows:

3 **FOR THE DEPARTMENT OF TRANSPORTATION—PRESERVATION—PROGRAM P**

4	Recreational Vehicle Account—State Appropriation	((\$2,480,000))
5		<u>\$3,584,000</u>
6	<u>High-Occupancy Toll Lanes Operations Account—State</u>	
7	<u>Appropriation</u>	<u>\$161,000</u>
8	Transportation Partnership Account—State	
9	Appropriation	((\$204,000))
10		<u>\$12,785,000</u>
11	Motor Vehicle Account—State Appropriation	((\$49,192,000))
12		<u>\$63,690,000</u>
13	Motor Vehicle Account—Federal Appropriation	((\$515,368,000))
14		<u>\$579,624,000</u>
15	Motor Vehicle Account—Private/Local Appropriation	((\$10,400,000))
16		<u>\$11,739,000</u>
17	State Route Number 520 Corridor Account—State	
18	Appropriation	((\$498,000))
19		<u>\$1,747,000</u>
20	Connecting Washington Account—State Appropriation	((\$185,030,000))
21		<u>\$204,656,000</u>
22	Tacoma Narrows Toll Bridge Account—State Appropriation	((\$384,000))
23		<u>\$856,000</u>
24	Transportation 2003 Account (Nickel Account)—State	
25	Appropriation	((\$58,894,000))
26		<u>\$56,991,000</u>
27	TOTAL APPROPRIATION.	((\$822,450,000))
28		<u>\$935,833,000</u>

29 The appropriations in this section are subject to the following
30 conditions and limitations:

31 (1) Except as provided otherwise in this section, the entire
32 connecting Washington account—state appropriation and the entire
33 transportation partnership account—state appropriation are provided
34 solely for the projects and activities as listed by fund, project,
35 and amount in LEAP Transportation Document ((~~2017-1~~)) 2018-1 as
36 developed ((~~April 20, 2017~~)) February 18, 2018, Program - Highway
37 Preservation Program (P). However, limited transfers of specific
38 line-item project appropriations may occur between projects for those

1 amounts listed subject to the conditions and limitations in section
2 601 of this act.

3 (2) Except as otherwise provided in this section, the entire
4 transportation 2003 account (nickel account)—state appropriation is
5 provided solely for the projects and activities as listed in LEAP
6 Transportation Document (~~((2017-1))~~) 2018-1 as developed (~~((April 20,~~
7 ~~2017))~~) February 18, 2018, Program - Highway Preservation Program (P).

8 (3) Except as provided otherwise in this section, the entire
9 motor vehicle account—state appropriation and motor vehicle account—
10 federal appropriation are provided solely for the projects and
11 activities listed in LEAP Transportation Document (~~((2017-2-ALL~~
12 ~~PROJECTS))~~) 2018-1 as developed (~~((April 20, 2017))~~) February 18, 2018,
13 Program - Highway Preservation Program (P). Any federal funds gained
14 through efficiencies, adjustments to the federal funds forecast,
15 additional congressional action not related to a specific project or
16 purpose, or the federal funds redistribution process must then be
17 applied to highway and bridge preservation activities.

18 (4) Within the motor vehicle account—state appropriation and
19 motor vehicle account—federal appropriation, the department may
20 transfer funds between programs I and P, except for funds that are
21 otherwise restricted in this act. The department shall submit a
22 report on fiscal year 2017 funds transferred using this subsection as
23 part of the department's 2018 budget submittal.

24 (5) The transportation 2003 account (nickel account)—state
25 appropriation includes up to (~~((\$13,395,000))~~) \$28,847,000 in proceeds
26 from the sale of bonds authorized in RCW 47.10.861.

27 (6) The motor vehicle account—state appropriation includes up to
28 \$3,786,000 in proceeds from the sale of bonds authorized in RCW
29 47.10.843.

30 (~~((\$7,200,000))~~) (7) \$11,553,000 of the connecting Washington
31 account—state appropriation is provided solely for the land mobile
32 radio upgrade (G2000055) and is subject to the conditions,
33 limitations, and review provided in section 701 (~~((of this act))~~),
34 chapter 313, Laws of 2017. The land mobile radio project is subject
35 to technical oversight by the office of the chief information
36 officer. The department, in collaboration with the office of the
37 chief information officer, shall identify where existing or proposed
38 mobile radio technology investments should be consolidated, identify
39 when existing or proposed mobile radio technology investments can be

1 reused or leveraged to meet multiagency needs, increase mobile radio
2 interoperability between agencies, and identify how redundant
3 investments can be reduced over time. The department shall also
4 provide quarterly reports to the technology services board on project
5 progress.

6 ~~((7))~~ (8) \$3,000,000 of the motor vehicle account—state
7 appropriation is provided solely for extraordinary costs incurred
8 from litigation awards, settlements, or dispute mitigation activities
9 not eligible for funding from the self-insurance fund. The amount
10 provided in this subsection must be held in unallotted status until
11 the department submits a request to the office of financial
12 management that includes documentation detailing litigation-related
13 expenses. The office of financial management may release the funds
14 only when it determines that all other funds designated for
15 litigation awards, settlements, and dispute mitigation activities
16 have been exhausted. No funds provided in this subsection may be
17 expended on any legal fees related to the SR 99/Alaskan Way viaduct
18 replacement project.

19 ~~((8) \$22,620,000))~~ (9) \$20,755,000 of the motor vehicle account—
20 federal appropriation and ~~((663,000))~~ \$844,000 of the motor vehicle
21 account—state appropriation are provided solely for the preservation
22 of structurally deficient bridges or bridges that are at risk of
23 becoming structurally deficient. These funds must be used widely
24 around the state of Washington. When practicable, the department
25 shall pursue design-build contracts for these bridge projects to
26 expedite delivery. The department shall provide a report that
27 identifies the progress of each project funded in this subsection as
28 part of its 2018 agency budget request.

29 ~~((9))~~ (10) The appropriation in this section includes funding
30 for starting planning, engineering, and construction of the Elwha
31 River bridge replacement. To the greatest extent practicable, the
32 department shall maintain public access on the existing route.

33 ~~((10))~~ (11)(a) ~~((4,820,000))~~ \$9,014,000 of the motor vehicle
34 account—federal appropriation and ~~((182,000))~~ \$217,000 of the motor
35 vehicle account—state appropriation are provided solely for weigh
36 station preservation (OBP3006). These amounts must be held in
37 unallotted status, except that the director of the office of
38 financial management may approve allotment of the funds upon
39 fulfillment of the conditions of (b) of this subsection.

1 (b) The department and the Washington state patrol shall jointly
2 submit a prioritized list of weigh station projects to the office of
3 financial management by October 1, 2017. Projects submitted must
4 include estimated costs for preliminary engineering, rights-of-way,
5 and construction and must also consider the timing of any available
6 funding for weigh station projects.

7 ~~((+11))~~ (12) The department must consult with the Washington
8 state patrol and the office of financial management during the design
9 phase of any improvement or preservation project that could impact
10 Washington state patrol weigh station operations. During the design
11 phase of any such project, the department must estimate the cost of
12 designing around the affected weigh station's current operations, as
13 well as the cost of moving the affected weigh station.

14 ~~((+12))~~ (13) During the course of any planned resurfacing or
15 other preservation activity on state route number 26 between Colfax
16 and Othello in the 2017-2019 fiscal biennium, the department must add
17 dug-in reflectors.

18 ~~((+13))~~ (14) The department shall continue to monitor the test
19 patch of pavement that used electric arc furnace slag as an aggregate
20 and report back to the legislature by December 1, 2018, on its
21 comparative wear resistance, skid resistance, and feasibility for use
22 throughout the state in new pavement construction.

23 ~~((+14))~~ (15) For projects funded as part of the 2015 connecting
24 Washington transportation package listed on the LEAP transportation
25 document identified in subsection (1) of this section, if the
26 department expects to have substantial reappropriations for the
27 2019-2021 fiscal biennium, the department may, on a pilot basis,
28 apply funding from a project with an appropriation that cannot be
29 used for the current fiscal biennium to advance the US 12/Wildcat
30 Bridge Replacement project (L2000075). At least ten business days
31 before advancing the project pursuant to this subsection, the
32 department must notify the office of financial management and the
33 transportation committees of the legislature. The advancement of the
34 project may not hinder the delivery of the projects for which the
35 reappropriations are necessary for the 2019-2021 fiscal biennium.

36 **Sec. 308.** 2017 c 313 s 308 (uncodified) is amended to read as
37 follows:

38 **FOR THE DEPARTMENT OF TRANSPORTATION—TRAFFIC OPERATIONS—PROGRAM Q—**
39 **CAPITAL**

1	Motor Vehicle Account—State Appropriation	((\$4,913,000))
2		<u>\$6,566,000</u>
3	Motor Vehicle Account—Federal Appropriation	((\$5,106,000))
4		<u>\$5,566,000</u>
5	Motor Vehicle Account—Private/Local Appropriation	((\$500,000))
6		<u>\$649,000</u>
7	TOTAL APPROPRIATION.	((\$10,519,000))
8		<u>\$12,781,000</u>

9 The appropriations in this section are subject to the following
10 conditions and limitations: The department shall set aside a
11 sufficient portion of the motor vehicle account—state appropriation
12 for federally selected competitive grants or congressional earmark
13 projects that require matching state funds. State funds set aside as
14 matching funds for federal projects must be accounted for in project
15 000005Q and remain in unallotted status until needed for those
16 federal projects.

17 **Sec. 309.** 2017 c 313 s 309 (uncodified) is amended to read as
18 follows:

19 **FOR THE DEPARTMENT OF TRANSPORTATION—WASHINGTON STATE FERRIES**
20 **CONSTRUCTION—PROGRAM W**

21	Puget Sound Capital Construction Account—State	
22	Appropriation	((\$59,924,000))
23		<u>\$73,574,000</u>
24	Puget Sound Capital Construction Account—Federal	
25	Appropriation	((\$152,838,000))
26		<u>\$205,032,000</u>
27	Puget Sound Capital Construction Account—Private/Local	
28	Appropriation	((\$15,654,000))
29		<u>\$27,196,000</u>
30	Transportation Partnership Account—State	
31	Appropriation	\$2,923,000
32	Connecting Washington Account—State Appropriation	((\$142,837,000))
33		<u>\$139,328,000</u>
34	<u>Multimodal Transportation Account—State Appropriation.</u>	<u>\$2,734,000</u>
35	<u>Transportation 2003 Account (Nickel Account)—State</u>	
36	<u>Appropriation.</u>	<u>\$4,169,000</u>
37	TOTAL APPROPRIATION.	((\$374,176,000))
38		<u>\$454,956,000</u>

1 The appropriations in this section are subject to the following
2 conditions and limitations:

3 (1) Except as provided otherwise in this section, the entire
4 appropriations in this section are provided solely for the projects
5 and activities as listed in LEAP Transportation Document (~~(2017-2-ALL~~
6 ~~PROJECTS)~~ 2018-1 as developed (~~(April 20, 2017)~~) February 18, 2018,
7 Program - Washington State Ferries Capital Program (W) and is
8 contingent upon the enactment of subsection (6) of this section.

9 (2) (~~(\$26,252,000)~~) \$27,825,000 of the Puget Sound capital
10 construction account—federal appropriation (~~(and—\$63,804,000)~~),
11 \$46,895,000 of the connecting Washington account—state appropriation,
12 and \$733,000 of the Puget Sound capital construction account—state
13 appropriation are provided solely for the Mukilteo ferry terminal
14 (952515P). To the greatest extent practicable and within available
15 resources, the department shall design the new terminal to be a net-
16 zero energy building. To achieve this goal, the department shall
17 evaluate using highly energy efficient equipment and systems, and the
18 most appropriate renewable energy systems for the needs and location
19 of the terminal. To the extent practicable, the department shall
20 avoid the closure of, or disruption to, any existing public access
21 walkways in the vicinity of the terminal project during construction.

22 (3) (~~(\$61,729,000)~~) \$94,671,000 of the Puget Sound capital
23 construction account—federal appropriation, (~~(\$36,529,000)~~)
24 \$46,919,000 of the connecting Washington account—state appropriation,
25 (~~(and—\$15,554,000)~~) \$26,949,000 of the Puget Sound capital
26 construction account—private/local appropriation, \$2,734,000 of the
27 multimodal transportation account—state appropriation, \$2,811,000 of
28 the Puget Sound capital construction account—state appropriation, and
29 \$679,000 of the transportation 2003 (nickel account)—state
30 appropriation are provided solely for the Seattle Terminal
31 Replacement project (900010L).

32 (4) \$5,000,000 of the Puget Sound capital construction account—
33 state appropriation is provided solely for emergency capital repair
34 costs (999910K). Funds may only be spent after approval by the office
35 of financial management.

36 (5) (~~(\$775,000)~~) \$950,000 of the Puget Sound capital construction
37 account—state appropriation is provided solely for life extension of
38 the existing ticketing system and ORCA acceptance (998521A and
39 998521B). The ferry system shall work with Washington technology

1 solutions and the tolling division on the development of a new,
2 interoperable ticketing system.

3 (6)(a) The department shall, in consultation with the office of
4 financial management, hire an independent planning consultant to
5 assist with overall scope development of a new ferry system long-
6 range plan, including incorporating the items listed in (b) of this
7 subsection. The independent planning consultant must have experience
8 in planning for other ferry systems.

9 (b) The department shall update the ferries division long-range
10 plan by January 1, 2019. In reviewing the changing needs of the users
11 of the ferry system and the associated funding opportunities and
12 challenges, the department must include, but is not limited to, the
13 following elements in the new long-range plan:

14 (i) Identify changes in the demographics of users of the system;

15 (ii) Review route timetables and propose adjustments that take
16 into consideration ridership volume, vessel load times, proposed and
17 current passenger-only ferry system ridership, and other operational
18 needs;

19 (iii) Review vessel needs by route and propose a vessel
20 replacement schedule, vessel retirement schedule, and estimated
21 number of vessels needed. This analysis should also articulate a
22 reserve vessel strategy;

23 (iv) Identify the characteristics most appropriate for
24 replacement vessels, such as passenger and car-carrying capacity,
25 while taking into consideration other cost-driving factors. These
26 factors should include:

27 (A) Anticipated crewing requirements;

28 (B) Fuel type;

29 (C) Other operating and maintenance costs;

30 (v) Review vessel dry dock needs, consider potential impacts of
31 the United States navy, and propose strategies to meet these needs;

32 (vi) Address the seismic vulnerability of the system and
33 articulate emergency preparedness plans;

34 (vii) Evaluate leased and state-owned property locations for the
35 ferry headquarters, to include an analysis of properties outside the
36 downtown area of Seattle;

37 (viii) Evaluate strategies that may help spread peak ridership,
38 such as time-of-day ticket pricing and expanding the reservation
39 system; and

1 (ix) Identify operational changes that may reduce costs, such as
2 nighttime tie-up locations.

3 (c) The department shall submit a status report on the long-range
4 plan update to the governor and the transportation committees of the
5 legislature by June 30, 2018, and a final report by January 1, 2019.

6 (7) \$600,000 of the Puget Sound capital construction account—
7 state appropriation is provided for development of a request for
8 proposal to convert the three ferry vessels in the Jumbo Mark II
9 class to hybrid electric propulsion and make associated necessary
10 modifications to the Seattle, Bainbridge, Edmonds, and Kingston
11 terminals. The department is directed to explore capital project
12 financing options to include, but not be limited to, federal funding
13 opportunities, private or local contributions, application for
14 Volkswagen settlement funds, and energy-savings performance
15 contracting to be repaid in whole or in part by fuel-cost savings.
16 The department will report total capital cost estimates, optimal
17 construction schedule, annual capital and operating savings or costs,
18 and a recommended funding option to the governor and to the
19 transportation committees of the legislature by June 30, 2019.

20 **Sec. 310.** 2017 c 313 s 310 (uncodified) is amended to read as
21 follows:

22 **FOR THE DEPARTMENT OF TRANSPORTATION—RAIL—PROGRAM Y—CAPITAL**

23 Essential Rail Assistance Account—State Appropriation	((\$424,000))
24	<u>\$845,000</u>
25 Transportation Infrastructure Account—State	
26 Appropriation	((\$5,367,000))
27	<u>\$7,575,000</u>
28 Multimodal Transportation Account—State	
29 Appropriation	((\$51,665,000))
30	<u>\$77,707,000</u>
31 Multimodal Transportation Account—Federal	
32 Appropriation	((\$1,487,000))
33	<u>\$59,814,000</u>
34 TOTAL APPROPRIATION.	((\$58,943,000))
35	<u>\$145,941,000</u>

36 The appropriations in this section are subject to the following
37 conditions and limitations:

1 (1) Except as provided otherwise in this section, the entire
2 appropriations in this section are provided solely for the projects
3 and activities as listed by project and amount in LEAP Transportation
4 Document (~~(2017-2 ALL PROJECTS)~~) 2018-1 as developed (~~(April 20,~~
5 ~~2017)~~) February 18, 2018, Program - Rail Program (Y).

6 (2) (~~(\$5,000,000)~~) \$7,009,000 of the transportation
7 infrastructure account—state appropriation is provided solely for new
8 low-interest loans approved by the department through the freight
9 rail investment bank (FRIB) program. The department shall issue FRIB
10 program loans with a repayment period of no more than ten years, and
11 charge only so much interest as is necessary to recoup the
12 department's costs to administer the loans. The department shall
13 report annually to the transportation committees of the legislature
14 and the office of financial management on all FRIB loans issued.

15 (3) \$7,017,000 of the multimodal transportation account—state
16 appropriation and \$24,000 of the essential rail assistance account—
17 state appropriation are provided solely for new statewide emergent
18 freight rail assistance projects identified in the LEAP
19 transportation document referenced in subsection (1) of this section.

20 (4) \$367,000 of the transportation infrastructure account—state
21 appropriation and \$1,100,000 of the multimodal transportation account
22 —state appropriation are provided solely to reimburse Highline Grain,
23 LLC for approved work completed on Palouse River and Coulee City
24 (PCC) railroad track in Spokane county between the BNSF Railway
25 Interchange at Cheney and Geiger Junction and must be administered in
26 a manner consistent with freight rail assistance program projects.
27 The value of the public benefit of this project is expected to meet
28 or exceed the cost of this project in: Shipper savings on
29 transportation costs; jobs saved in rail-dependent industries; and/or
30 reduced future costs to repair wear and tear on state and local
31 highways due to fewer annual truck trips (reduced vehicle miles
32 traveled). The amounts provided in this subsection are not a
33 commitment for future legislatures, but it is the legislature's
34 intent that future legislatures will work to approve biennial
35 appropriations until the full \$7,337,000 cost of this project is
36 reimbursed.

37 (5)(a) (~~(\$400,000)~~) \$686,000 of the essential rail assistance
38 account—state appropriation (~~(and—\$305,000)~~), \$422,000 of the
39 multimodal transportation account—state appropriation, and \$21,000 of

1 the transportation infrastructure account—state appropriation are
2 provided solely for the purpose of the rehabilitation and maintenance
3 of the Palouse river and Coulee City railroad line (F01111B).

4 (b) Expenditures from the essential rail assistance account—state
5 in this subsection may not exceed the combined total of:

6 (i) Revenues deposited into the essential rail assistance account
7 from leases and sale of property pursuant to RCW 47.76.280,
8 47.76.290, 47.76.300, 47.76.310, and 47.76.320; and

9 (ii) Revenues transferred from the miscellaneous program account
10 to the essential rail assistance account, pursuant to RCW 47.76.360,
11 for the purpose of sustaining the grain train program by maintaining
12 the Palouse river and Coulee City railroad.

13 (6) The department shall issue a call for projects for the
14 freight rail assistance program, and shall evaluate the applications
15 in a manner consistent with past practices as specified in section
16 309, chapter 367, Laws of 2011. By November 15, 2018, the department
17 shall submit a prioritized list of recommended projects to the office
18 of financial management and the transportation committees of the
19 legislature.

20 (7) For projects funded as part of the 2015 connecting Washington
21 transportation package identified on the LEAP transportation document
22 identified in subsection (1) of this section, if the department
23 expects to have substantial reappropriations for the 2019-2021 fiscal
24 biennium, the department may, on a pilot basis, apply funding from a
25 project with an appropriation that cannot be used for the current
26 fiscal biennium to advance the South Kelso Railroad Crossing project
27 (L1000147). At least ten business days before advancing a project
28 pursuant to this subsection, the department must notify the office of
29 financial management and the transportation committees of the
30 legislature. The advancement of a project may not hinder the delivery
31 of the projects for which the reappropriations are necessary for the
32 2019-2021 fiscal biennium.

33 (8) It is the intent of the legislature to encourage the
34 department to pursue federal grant opportunities leveraging up to
35 \$6,696,000 in connecting Washington programmed funds to be used as a
36 state match to improve the state-owned Palouse river and Coulee City
37 system. The amount listed in this subsection is not a commitment for
38 future legislatures, but is the legislature's intent that future
39 legislatures will work to approve biennial appropriations up to a
40 state match share not to exceed \$6,696,000 of a grant award.

1 (9) \$3,800,000 of the multimodal transportation account—state
2 appropriation is provided solely for track improvements on the state-
3 owned PV Hooper branch of the Palouse river and Coulee City railway
4 between Hooper Junction and Endicott.

5 (10) \$2,500,000 of the multimodal transportation account—state
6 appropriation is provided solely for construction of a new bridge 12
7 (Salmon Creek) and replacement track on the Chelatchie Prairie
8 railroad shortline at mile post 12.45 in Clark county to complete a
9 design and permitting project originally funded in the 2016
10 transportation budget.

11 **Sec. 311.** 2017 c 313 s 311 (uncodified) is amended to read as
12 follows:

13 **FOR THE DEPARTMENT OF TRANSPORTATION—LOCAL PROGRAMS—PROGRAM Z—**
14 **CAPITAL**

15 Highway Infrastructure Account—State Appropriation	((\$293,000))
	<u>\$1,083,000</u>
17 Highway Infrastructure Account—Federal Appropriation	((\$218,000))
	<u>\$488,000</u>
19 Transportation Partnership Account—State	
20 Appropriation	((\$1,143,000))
	<u>\$2,321,000</u>
22 Highway Safety Account—State Appropriation	((\$2,388,000))
	<u>\$4,287,000</u>
24 Motor Vehicle Account—State Appropriation	((\$15,080,000))
	<u>\$24,534,000</u>
26 Motor Vehicle Account—Federal Appropriation	((\$65,187,000))
	<u>\$71,614,000</u>
28 Motor Vehicle Account—Private/Local Appropriation	\$18,000,000
29 Connecting Washington Account—State Appropriation	((\$118,293,000))
	<u>\$137,387,000</u>
31 Multimodal Transportation Account—State	
32 Appropriation	((\$56,079,000))
	<u>\$80,482,000</u>
34 TOTAL APPROPRIATION.	((\$276,681,000))
	<u>\$340,196,000</u>

36 The appropriations in this section are subject to the following
37 conditions and limitations:

1 (1) Except as provided otherwise in this section, the entire
2 appropriations in this section are provided solely for the projects
3 and activities as listed by project and amount in LEAP Transportation
4 Document (~~(2017-2 ALL PROJECTS)~~) 2018-1 as developed (~~(April 20,~~
5 ~~2017)~~) February 18, 2018, Program - Local Programs Program (Z);
6 \$500,000 for the 35th avenue SE reconstruction project in Mill Creek;
7 \$1,300,000 for the south Lake Stevens multiuse path project in Lake
8 Stevens; \$300,000 for preliminary design work in King county on the
9 segment of Covington way SE that is bounded on the north by the
10 intersection with SE Wax road and on the south by a point that is
11 approximately one hundred feet south of the intersection with 164th
12 place SE, with the end goal of improving both mobility and safety
13 along the segment; and \$305,000 for preliminary engineering of the
14 state route number 547 pedestrian and bicycle safety trail in
15 Kendall.

16 (2) The amounts identified in the LEAP transportation document
17 referenced under subsection (1) of this section for pedestrian
18 safety/safe routes to school are as follows:

19 (a) \$18,380,000 of the multimodal transportation account—state
20 appropriation is provided solely for newly selected pedestrian and
21 bicycle safety program projects. (~~(\$6,432,000)~~) \$14,219,000 of the
22 multimodal transportation account—state appropriation and
23 (~~(\$1,143,000)~~) \$1,846,000 of the transportation partnership account—
24 state appropriation are reappropriated for pedestrian and bicycle
25 safety program projects selected in the previous biennia (L2000188).

26 (b) \$11,400,000 of the motor vehicle account—federal
27 appropriation and \$7,750,000 of the multimodal transportation account
28 —state appropriation are provided solely for newly selected safe
29 routes to school projects. (~~(\$6,372,000)~~) \$11,181,000 of the motor
30 vehicle account—federal appropriation, (~~(\$923,000)~~) \$1,394,000 of the
31 multimodal transportation account—state appropriation, and
32 (~~(\$2,388,000)~~) \$4,287,000 of the highway safety account—state
33 appropriation are reappropriated for safe routes to school projects
34 selected in the previous biennia (L2000189). The department may
35 consider the special situations facing high-need areas, as defined by
36 schools or project areas in which the percentage of the children
37 eligible to receive free and reduced-price meals under the national
38 school lunch program is equal to, or greater than, the state average
39 as determined by the department, when evaluating project proposals

1 against established funding criteria while ensuring continued
2 compliance with federal eligibility requirements.

3 (3) The department shall submit a report to the transportation
4 committees of the legislature by December 1, 2017, and December 1,
5 2018, on the status of projects funded as part of the pedestrian
6 safety/safe routes to school grant program. The report must include,
7 but is not limited to, a list of projects selected and a brief
8 description of each project's status.

9 (4) (~~(\$18,741,000)~~) \$32,984,000 of the multimodal transportation
10 account—state appropriation is provided solely for bicycle and
11 pedestrian projects listed in the LEAP transportation document
12 referenced in subsection (1) of this section.

13 (5) \$43,800,000 of the motor vehicle account—federal
14 appropriation is provided solely for national highway freight network
15 projects identified on the project list submitted in accordance with
16 section 218(4)(b), chapter 14, Laws of 2016 on October 31, 2016. The
17 department shall validate the projects on the list. Only tier one
18 projects on the prioritized freight project list that are validated
19 by the department may receive funding under this subsection. The
20 department shall continue to work with the Washington state freight
21 advisory committee to improve project screening and validation to
22 support project prioritization and selection, including during the
23 freight mobility plan update in 2017. The department may compete for
24 funding under this program and shall provide an updated prioritized
25 freight project list when submitting its 2019-2021 budget request. To
26 the greatest extent practicable, the department shall follow the
27 Washington state freight advisory committee recommendation to
28 allocate ten percent of the funds in this subsection to multimodal
29 projects as permitted under the fixing America's surface
30 transportation (FAST) act.

31 (6) It is the expectation of the legislature that the department
32 will be administering a local railroad crossing safety grant program
33 for \$7,400,000 in federal funds during the 2017-2019 fiscal biennium.
34 Of the amounts identified in this subsection, a minimum of \$500,000
35 must be for railroad grade-crossing safety grants at locations where
36 multiple pedestrian or bicyclist fatalities have occurred in the
37 vicinity of a grade-crossing in the last five years.

38 (7) \$8,000,000 of the connecting Washington account—state
39 appropriation is provided solely for the Covington Connector

1 (L2000104). The amounts described in the LEAP transportation document
2 referenced in subsection (1) of this section are not a commitment by
3 future legislatures, but it is the legislature's intent that future
4 legislatures will work to approve appropriations in the 2019-2021
5 fiscal biennium to reimburse the city of Covington for approved work
6 completed on the project up to the full \$24,000,000 cost of this
7 project.

8 (8)(a) For projects funded as part of the 2015 connecting
9 Washington transportation package listed on the LEAP transportation
10 document identified in subsection (1) of this section, if the
11 department expects to have substantial reappropriations for the
12 2019-2021 fiscal biennium, the department may, on a pilot basis,
13 apply funding from a project with an appropriation that cannot be
14 used for the current fiscal biennium to advance one or more of the
15 following projects:

- 16 (i) SR 502 Main Street Project/Widening (L2000065);
- 17 (ii) Complete SR 522 Improvements-Kenmore (T10600R);
- 18 (iii) Issaquah-Fall City Road (L1000094);
- 19 (iv) Lewis Street Bridge (L2000066);
- 20 (v) Covington Connector (L2000104);
- 21 (vi) Orchard Street Connector (L2000120);
- 22 (vii) Harbour Reach Extension (L2000136);
- 23 (viii) Sammamish Bridge Corridor (L2000137);
- 24 (ix) Brady Road (L2000164);
- 25 (x) Thornton Road Overpass (L2000228);
- 26 (xi) I-5/Port of Tacoma Road Interchange (L1000087);
- 27 (xii) Wilburton Reconnection Project (G2000006);
- 28 (xiii) SR 520 Trail Grade Separation at 40th Street (G2000013);
- 29 (xiv) Bay Street Pedestrian Project (G2000015); or
- 30 (xv) Cowiche Canyon Trail (G2000010).

31 (b) At least ten business days before advancing a project
32 pursuant to this subsection, the department must notify the office of
33 financial management and the transportation committees of the
34 legislature. The advancement of a project may not hinder the delivery
35 of the projects for which the reappropriations are necessary for the
36 2019-2021 fiscal biennium.

37 (9) \$1,500,000 of the motor vehicle account—state appropriation
38 is provided solely for the Spokane Valley Barker/Trent grade
39 separation project, subject to the following conditions and
40 limitations: No state moneys may be expended to plan for or construct

1 a roundabout on Trent road/SR 290 as part of the Spokane Valley
2 Barker/Trent grade separation project provided this restriction does
3 not increase the overall cost of the project.

4 (10) \$280,000 of the motor vehicle account—state appropriation is
5 provided solely for the Woodin Avenue bridge one-way conversion
6 project in Chelan.

7 (11) \$300,000 of the motor vehicle account—state appropriation is
8 provided solely for emergency repair work, design work, and slope
9 stabilization on Prevedal road in the town of Lyman.

10 (12) \$100,000 of the multimodal transportation account—state
11 appropriation is provided solely for the development of a master plan
12 for the Aubrey Davis park in the city of Mercer Island. The
13 department shall provide in-kind services at no charge to the city of
14 Mercer Island for department work on the master plan.

15 (13) The department must submit a report with its 2019-2021
16 biennial budget submittal to the governor and transportation
17 committees of the legislature on project services provided to local
18 agencies that receive project funding through the local programs
19 capital budget. The report must include, but is not limited to, a
20 description of project services provided by the department to local
21 agencies for which there is a charge, estimates of charges per
22 project service, and an accounting of expenditures charged to local
23 agencies during the previous four fiscal years.

24 (14) \$800,000 of the motor vehicle account—state appropriation is
25 provided solely for design and construction of the Redmond Ridge NE
26 and NE Alder Crest Drive roundabout.

27 (15) \$1,000,000 of the motor vehicle account—state appropriation
28 is provided solely for completion of the Alder street/Olympic highway
29 north project in Shelton.

30 (16) \$3,000,000 of the motor vehicle account—state appropriation
31 is provided solely for seismic retrofit work and painting of the
32 Bronson way bridge in Renton.

33 (17) \$350,000 of the motor vehicle account—state appropriation is
34 provided solely for protective barriers on the 8th street bridges in
35 Port Angeles.

36 (18) \$360,000 of the motor vehicle account—state appropriation is
37 provided solely for preliminary engineering of phase II of the Main
38 street revitalization project in Mountlake Terrace.

1 (19) \$1,200,000 of the multimodal transportation account—state
 2 appropriation is provided solely to relocate and rebuild a 2,100-foot
 3 section of the Interurban trail and trailhead in Fife.

4 (20) \$3,000,000 of the motor vehicle account—state appropriation
 5 is provided solely for construction of a roundabout on Willis street
 6 at 4th avenue south in Kent.

7 **TRANSFERS AND DISTRIBUTIONS**

8 **Sec. 401.** 2017 c 313 s 401 (uncodified) is amended to read as
 9 follows:

10 **FOR THE STATE TREASURER—BOND RETIREMENT AND INTEREST, AND ONGOING**
 11 **BOND REGISTRATION AND TRANSFER CHARGES: FOR BOND SALES DISCOUNTS AND**
 12 **DEBT TO BE PAID BY MOTOR VEHICLE ACCOUNT AND TRANSPORTATION FUND**
 13 **REVENUE**

14	Transportation Partnership Account—State	
15	Appropriation.	((\$2,239,000))
16		<u>\$2,232,000</u>
17	<u>Motor Vehicle Account—State Appropriation.</u>	<u>\$367,000</u>
18	Connecting Washington Account—State Appropriation. . .	((\$1,802,000))
19		<u>\$1,806,000</u>
20	Highway Bond Retirement Account—State	
21	Appropriation.	((\$1,238,072,000))
22		<u>\$1,218,962,000</u>
23	Ferry Bond Retirement Account—State Appropriation. . . .	\$28,873,000
24	Transportation Improvement Board Bond Retirement	
25	Account—State Appropriation.	\$13,254,000
26	Nondebt-Limit Reimbursable Bond Retirement	
27	Account—State Appropriation.	\$26,609,000
28	Toll Facility Bond Retirement Account—State	
29	Appropriation.	\$86,493,000
30	Transportation 2003 Account (Nickel Account)—State	
31	Appropriation.	((\$323,000))
32		<u>\$177,000</u>
33	TOTAL APPROPRIATION.	((\$1,397,665,000))
34		<u>\$1,378,773,000</u>

1 **Sec. 402.** 2017 c 313 s 402 (uncodified) is amended to read as
2 follows:

3 **FOR THE STATE TREASURER—BOND RETIREMENT AND INTEREST, AND ONGOING**
4 **BOND REGISTRATION AND TRANSFER CHARGES: FOR BOND SALE EXPENSES AND**
5 **FISCAL AGENT CHARGES**

6	Transportation Partnership Account—State	
7	Appropriation.	((\$448,000))
8		<u>\$456,000</u>
9	<u>Motor Vehicle Account—State Appropriation.</u>	\$73,000
10	Connecting Washington Account—State Appropriation.	((\$360,000))
11		<u>\$361,000</u>
12	Transportation 2003 Account (Nickel Account)—State	
13	Appropriation.	((\$65,000))
14		<u>\$39,000</u>
15	TOTAL APPROPRIATION.	((\$873,000))
16		<u>\$929,000</u>

17 **Sec. 403.** 2017 c 313 s 404 (uncodified) is amended to read as
18 follows:

19 **FOR THE STATE TREASURER—STATE REVENUES FOR DISTRIBUTION**

20	Motor Vehicle Account—State Appropriation:	
21	For motor vehicle fuel tax distributions to	
22	cities and counties.	((\$514,648,000))
23		<u>\$508,182,000</u>

24 **Sec. 404.** 2017 c 313 s 406 (uncodified) is amended to read as
25 follows:

26 **FOR THE STATE TREASURER—TRANSFERS**

27	Motor Vehicle Account—State Appropriation:	
28	For motor vehicle fuel tax refunds and	
29	statutory transfers.	((\$2,196,693,000))
30		<u>\$2,145,972,000</u>

31 **Sec. 405.** 2017 c 313 s 407 (uncodified) is amended to read as
32 follows:

33 **FOR THE DEPARTMENT OF LICENSING—TRANSFERS**

34	Motor Vehicle Account—State Appropriation:	
35	For motor vehicle fuel tax refunds and	

1 transfers. ((~~\$200,747,000~~))
2 \$203,535,000

3 **Sec. 406.** 2017 c 313 s 408 (uncodified) is amended to read as
4 follows:

5 **FOR THE STATE TREASURER—ADMINISTRATIVE TRANSFERS**

6 (1) State Patrol Highway Account—State
7 Appropriation: For transfer to the Connecting
8 Washington Account—State. ((~~\$21,221,000~~))
9 \$17,221,000

10 (2) Transportation Partnership Account—State
11 Appropriation: For transfer to the Connecting
12 Washington Account—State. \$10,946,000

13 (3) Highway Safety Account—State
14 Appropriation: For transfer to the Multimodal
15 Transportation Account—State. ((~~\$57,000,000~~))
16 \$29,000,000

17 (4) Motor Vehicle Account—State Appropriation:
18 For transfer to the Connecting Washington
19 Account—State. ((~~\$56,464,000~~))
20 \$6,211,000

21 (5) Motor Vehicle Account—State Appropriation:
22 For transfer to the Freight Mobility Investment
23 Account—State. \$8,511,000

24 (6) Motor Vehicle Account—State Appropriation:
25 For transfer to the Puget Sound Capital
26 Construction Account—State. \$20,000,000

27 (7) Motor Vehicle Account—State Appropriation:
28 For transfer to the Rural Arterial Trust
29 Account—State. \$4,844,000

30 (8) Motor Vehicle Account—State Appropriation:
31 For transfer to the Transportation Improvement
32 Account—State. \$9,688,000

33 (9) Motor Vehicle Account—State Appropriation:
34 For transfer to the State Patrol Highway
35 Account—State. \$43,000,000

36 (10) Puget Sound Ferry Operations Account—State
37 Appropriation: For transfer to the Connecting
38 Washington Account—State. \$1,305,000

1 (11) Rural Mobility Grant Program Account—State
2 Appropriation: For transfer to the Multimodal
3 Transportation Account—State. \$3,000,000
4 (12) State Route Number 520 Civil Penalties
5 Account—State Appropriation: For transfer to
6 the State Route Number 520 Corridor
7 Account—State. \$1,240,000
8 (13) Capital Vessel Replacement Account—State
9 Appropriation: For transfer to the Connecting
10 Washington Account—State. \$36,500,000
11 (14) Multimodal Transportation Account—State
12 Appropriation: For transfer to the Freight
13 Mobility Multimodal Account—State. \$8,511,000
14 (15) Multimodal Transportation Account—State
15 Appropriation: For transfer to the Puget Sound
16 Capital Construction Account—State. ((~~\$32,000,000~~))
17 \$36,000,000
18 (16) Multimodal Transportation Account—State
19 Appropriation: For transfer to the Puget Sound
20 Ferry Operations Account—State. \$20,000,000
21 (17) Multimodal Transportation Account—State
22 Appropriation: For transfer to the Regional
23 Mobility Grant Program Account—State. \$27,679,000
24 (18) Multimodal Transportation Account—State
25 Appropriation: For transfer to the Rural
26 Mobility Grant Program Account—State. \$15,223,000
27 (19) Tacoma Narrows Toll Bridge Account—State
28 Appropriation: For transfer to the Motor
29 Vehicle Account—State. \$950,000
30 (20) Transportation 2003 Account (Nickel Account)—
31 State Appropriation: For transfer to the Connecting
32 Washington Account—State. \$22,970,000
33 (21)(a) Interstate 405 Express Toll Lanes Operations
34 Account—State Appropriation: For transfer to the
35 Motor Vehicle Account—State. \$2,019,000
36 (b) The transfer identified in this subsection is provided solely
37 to repay in full the motor vehicle account—state appropriation loan
38 from section 407(19), chapter 222, Laws of 2014.

1 (22)(a) Transportation Partnership Account—State
2 Appropriation: For transfer to the Alaskan Way Viaduct
3 Replacement Project Account—State. \$122,046,000

4 (b) The amount transferred in this subsection represents that
5 portion of the up to \$200,000,000 in proceeds from the sale of bonds
6 authorized in RCW 47.10.873, intended to be sold through the
7 2021-2023 fiscal biennium, used only for construction of the SR 99/
8 Alaskan Way Viaduct Replacement project (809936Z), and that must be
9 repaid from the Alaskan Way viaduct replacement project account
10 consistent with RCW 47.56.864.

11 (23)(a) Motor Vehicle Account—State
12 Appropriation: For transfer to the Tacoma Narrows Toll
13 Bridge Account—State. \$5,000,000

14 (b) The transfer in this subsection must be made in April 2019.
15 It is the intent of the legislature that this transfer is temporary,
16 for the purpose of minimizing the impact of toll increases, and an
17 equivalent reimbursing transfer is to occur in November 2019.

18 (24) Motor Vehicle Account—State
19 Appropriation: For transfer to the County Arterial
20 Preservation Account—State. \$4,844,000

21 (25)(a) General Fund Account—State Appropriation:
22 For transfer to the State Patrol Highway
23 Account—State. \$625,000

24 (b) The state treasurer shall transfer the funds only after
25 receiving notification from the Washington state patrol under section
26 207(6) of this act.

27 (26)(a) Motor Vehicle Account—State Appropriation:
28 For transfer to the Alaskan Way Viaduct Replacement Project
29 Account—State. \$6,506,000

30 (b) The funds provided in (a) of this subsection are a loan to
31 the Alaskan Way viaduct replacement project account—state, and the
32 legislature assumes that these funds will be reimbursed to the motor
33 vehicle account—state at a later date when the portion of state route
34 number 99 that is a deep bore tunnel is operational.

35 **COMPENSATION**

36 **Sec. 501.** 2017 3rd sp.s. c 1 s 726 (uncodified) is amended to
37 read as follows:

1 **TRANSPORTATION—WASHINGTON FEDERATION OF STATE EMPLOYEES**

2 (~~Motor Vehicle Account—State Appropriation \$18,443,000~~
3 ~~State Patrol Highway Account—State Appropriation \$1,199,000~~
4 ~~State Patrol Highway Account—Federal Appropriation. \$22,000~~
5 ~~Puget Sound Ferry Operations Account—State Appropriation. . . . \$73,000~~
6 ~~Highway Safety Account—State Appropriation. \$2,613,000~~
7 ~~Motorcycle Safety Education Account—State Appropriation. . . . \$37,000~~
8 ~~State Wildlife Account—State Appropriation. \$14,000~~
9 ~~Ignition Interlock Device Revolving Account—State~~
10 ~~Appropriation. \$5,000~~
11 ~~Department of Licensing Services Account—State~~
12 ~~Appropriation. \$102,000~~
13 ~~Aeronautics Account—State Appropriation. \$3,000~~
14 ~~Interstate 405 Express Toll Lanes Operations Account—State~~
15 ~~Appropriation. \$27,000~~
16 ~~State Route Number 520 Corridor Account—State~~
17 ~~Appropriation. \$51,000~~
18 ~~State Route Number 520 Civil Penalties Account—State~~
19 ~~Appropriation. \$16,000~~
20 ~~Multimodal Transportation Account—State Appropriation. \$40,000~~
21 ~~Tacoma Narrows Toll Bridge Account—State Appropriation. \$22,000~~
22 ~~TOTAL APPROPRIATION. \$22,667,000~~

23 ~~The appropriations in this section are subject to the following~~
24 ~~conditions and limitations:))~~

25 (1) An agreement has been reached between the governor and the
26 Washington federation of state employees general government under the
27 provisions of chapter 41.80 RCW for the 2017-2019 fiscal biennium.
28 Funding is provided for a two percent general wage increase effective
29 July 1, 2017, a two percent general wage increase effective July 1,
30 2018, and a two percent general wage increase effective January 1,
31 2019. The agreement also includes and funding is provided for salary
32 adjustments for targeted job classifications and increases to
33 vacation leave accruals. Funding is contingent upon the enactment of
34 Senate Bill No. 5969 (transparency in public employee collective
35 bargaining). If the bill is not enacted by July 31, 2017, the
36 appropriation in this section shall lapse.

37 (2) Provisions of the collective bargaining agreement contained
38 in this section are described in general terms. Only major economic
39 terms are included in the descriptions. These descriptions do not

1 contain the complete contents of the agreement. The collective
2 bargaining agreement contained in this section may also be funded by
3 expenditures from nonappropriated accounts. If positions are funded
4 with lidded grants or dedicated fund sources with insufficient
5 revenue, additional funding from other sources is not provided.
6 Appropriations for state agencies are increased by the amounts
7 specified in (~~LEAP Transportation Document 713—2017T~~) this act to
8 fund the provisions of this agreement.

9 **Sec. 502.** 2017 3rd sp.s. c 1 s 727 (uncodified) is amended to
10 read as follows:

11 **TRANSPORTATION—WPEA GENERAL GOVERNMENT**

12 (Motor Vehicle Account—State Appropriation	\$60,000
13 State Patrol Highway Account—State Appropriation	\$862,000
14 State Patrol Highway Account—Federal Appropriation.	\$36,000
15 TOTAL APPROPRIATION.	\$958,000

16 ~~The appropriations in this section are subject to the following~~
17 ~~conditions and limitations:)~~

18 (1) An agreement has been reached between the governor and the
19 Washington public employees association general government under the
20 provisions of chapter 41.80 RCW for the 2017-2019 fiscal biennium.
21 Funding is provided for a two percent general wage increase effective
22 July 1, 2017, a two percent general wage increase effective July 1,
23 2018, and a two percent general wage increase effective January 1,
24 2019. The agreement also includes and funding is provided for salary
25 adjustments for targeted job classifications and increases to
26 vacation leave accruals. Funding is contingent upon the enactment of
27 Senate Bill No. 5969 (transparency in public employee collective
28 bargaining). If the bill is not enacted by July 31, 2017, the
29 appropriation in this section shall lapse.

30 (2) Provisions of the collective bargaining agreement contained
31 in this section are described in general terms. Only major economic
32 terms are included in the descriptions. These descriptions do not
33 contain the complete contents of the agreement. The collective
34 bargaining agreement contained in this section may also be funded by
35 expenditures from nonappropriated accounts. If positions are funded
36 with lidded grants or dedicated fund sources with insufficient
37 revenue, additional funding from other sources is not provided.
38 Appropriations for state agencies are increased by the amounts

1 specified in (~~LEAP Transportation Document 713—2017T~~) this act to
2 fund the provisions of this agreement.

3 **Sec. 503.** 2017 3rd sp.s. c 1 s 728 (uncodified) is amended to
4 read as follows:

5 **TRANSPORTATION—COLLECTIVE BARGAINING AGREEMENTS—PTE LOCAL 17**

6	((State Patrol Highway Account—State Appropriation.	\$3,849,000
7	State Patrol Highway Account—Federal Appropriation.	\$399,000
8	State Patrol Highway Account—Private/Local Appropriation.	\$129,000
9	Motor Vehicle Account—State Appropriation.	\$2,659,000
10	Highway Safety Account—State Appropriation.	\$2,462,000
11	Aeronautics Account—State Appropriation.	\$12,000
12	Puget Sound Ferry Operations Account—State	
13	Appropriation.	\$26,000
14	State Route Number 520 Corridor Account—State	
15	Appropriation.	\$86,000
16	State Route Number 520 Civil Penalties Account—State	
17	Appropriation.	\$4,000
18	Multimodal Transportation Account—State Appropriation.	\$43,000
19	Tacoma Narrows Toll Bridge Account—State Appropriation.	\$62,000
20	Motorcycle Safety Education Account—State Appropriation.	\$10,000
21	TOTAL APPROPRIATION.	\$9,741,000

22 ~~The appropriations in this section are subject to the following~~
23 ~~conditions and limitations:*)~~

24 (1) An agreement has been reached between the governor and the
25 professional and technical employees local 17 under the provisions of
26 chapter 41.80 RCW for the 2017-2019 fiscal biennium. Funding is
27 provided for a two percent general wage increase effective July 1,
28 2017, a two percent general wage increase effective July 1, 2018, and
29 a two percent general wage increase effective January 1, 2019. The
30 agreement also includes and funding is provided for salary
31 adjustments for targeted job classifications and increases to
32 vacation leave accruals. Funding is contingent upon the enactment of
33 Senate Bill No. 5969 (transparency in public employee collective
34 bargaining). If the bill is not enacted by July 31, 2017, the
35 appropriation in this section shall lapse.

36 (2) Provisions of the collective bargaining agreement contained
37 in this section are described in general terms. Only major economic
38 terms are included in the descriptions. These descriptions do not

1 contain the complete contents of the agreement. The collective
2 bargaining agreement contained in this section may also be funded by
3 expenditures from nonappropriated accounts. If positions are funded
4 with lidded grants or dedicated fund sources with insufficient
5 revenue, additional funding from other sources is not provided.
6 Appropriations for state agencies are increased by the amounts
7 specified in (~~LEAP Transportation Document 713—2017T~~) this act to
8 fund the provisions of this agreement.

9 **Sec. 504.** 2017 3rd sp.s. c 1 s 729 (uncodified) is amended to
10 read as follows:

11 **TRANSPORTATION—THE COALITION OF UNIONS AGREEMENT**

12 (State Patrol Highway Account—State Appropriation	\$309,000
13 State Patrol Highway Account—Federal Appropriation	\$44,000
14 TOTAL APPROPRIATION	\$353,000

15 ~~The appropriation in this section is subject to the following~~
16 ~~conditions and limitations:)~~

17 (1) An agreement has been reached between the governor and the
18 coalition of unions under the provisions of chapter 41.80 RCW for the
19 2017-2019 fiscal biennium. Funding is provided for a two percent
20 general wage increase effective July 1, 2017, a two percent general
21 wage increase effective July 1, 2018, and a two percent general wage
22 increase effective January 1, 2019. The agreement also includes and
23 funding is provided for salary adjustments for targeted job
24 classifications and increases to vacation leave accruals. Funding is
25 contingent upon the enactment of Senate Bill No. 5969 (transparency
26 in public employee collective bargaining). If the bill is not enacted
27 by July 31, 2017, the appropriation in this section shall lapse.

28 (2) Provisions of the collective bargaining agreement contained
29 in this section are described in general terms. Only major economic
30 terms are included in the descriptions. These descriptions do not
31 contain the complete contents of the agreement. The collective
32 bargaining agreement contained in this section may also be funded by
33 expenditures from nonappropriated accounts. If positions are funded
34 with lidded grants or dedicated fund sources with insufficient
35 revenue, additional funding from other sources is not provided.
36 Appropriations for state agencies are increased by the amounts
37 specified in (~~LEAP Transportation Document 713—2017T~~) this act to
38 fund the provisions of this agreement.

1 2017, for executive, legislative, and judicial branch employees
2 exempt from merit system rules whose maximum salaries are not set by
3 the commission on salaries for elected officials.

4 (3) Funding is provided for a two percent general wage increase
5 effective July 1, 2018, for all classified employees as specified in
6 subsection (1) of this section, employees in the Washington
7 management service, and exempt employees under the jurisdiction of
8 the office of financial management. The appropriations are also
9 sufficient to fund a two percent salary increase effective July 1,
10 2018, for executive, legislative, and judicial branch employees
11 exempt from merit system rules whose maximum salaries are not set by
12 the commission on salaries for elected officials.

13 (4) Funding is provided for a two percent general wage increase
14 effective January 1, 2019, for all classified employees as specified
15 in subsection (1) of this section, employees in the Washington
16 management service, and exempt employees under the jurisdiction of
17 the office of financial management. The appropriations are also
18 sufficient to fund a two percent salary increase effective January 1,
19 2019, for executive, legislative, and judicial branch employees
20 exempt from merit system rules whose maximum salaries are not set by
21 the commission on salaries for elected officials.

22 (5) Appropriations for state agencies are increased by the
23 amounts specified in (~~LEAP Transportation Document 713 — 2017T~~)
24 this act to fund the provisions of this section.

25 **Sec. 506.** 2017 3rd sp.s. c 1 s 731 (uncodified) is amended to
26 read as follows:

27 **TRANSPORTATION—TARGETED COMPENSATION INCREASES—NONREPRESENTED JOB**
28 **CLASS SPECIFIC**

29 (Motor Vehicle Account—State Appropriation	\$629,000
30 Puget Sound Ferry Operations Account—State Appropriation. . .	\$14,000
31 Transportation Improvement Account—State Appropriation. . . .	\$90,000
32 County Arterial Preservation Account—State Appropriation. . .	\$16,000
33 State Route Number 520 Corridor Account—State	
34 Appropriation.	\$16,000
35 TOTAL APPROPRIATION.	\$765,000

36 The ~~appropriations in this section are subject to the following~~
37 ~~conditions and limitations:)~~)

(1) Funding is provided for salary adjustments for targeted job classifications for employees funded in the 2017-2019 omnibus transportation appropriations act, as specified by the office of financial management, of classified state employees, except those represented by a collective bargaining unit under chapters 41.80 and 47.64 RCW and RCW 41.56.473 and 41.56.475. Funding is contingent upon the enactment of Senate Bill No. 5969 (transparency in public employee collective bargaining). If the bill is not enacted by July 31, 2017, the appropriation in this section shall lapse.

(2) Appropriations for state agencies are increased by the amounts specified in (~~LEAP Transportation Document 713 — 2017T~~) this act to fund the provisions of this section.

Sec. 507. 2017 3rd sp.s. c 1 s 732 (uncodified) is amended to read as follows:

TRANSPORTATION—ORCA TRANSIT PASSES—WASHINGTON FEDERATION OF STATE EMPLOYEES

(Motor Vehicle Account—State Appropriation	\$410,000
State Patrol Highway Account—State Appropriation.	\$32,000
Puget Sound Ferry Operations Account—State Appropriation.	\$8,000
Highway Safety Account—State Appropriation.	\$30,000
State Route Number 520 Corridor Account—State Appropriation.	\$8,000
State Route Number 520 Civil Penalties Account—State	
Appropriation.	\$2,000
Tacoma Narrows Toll Bridge Account—State Appropriation.	\$2,000
Interstate 405 Express Toll Lanes Operations Account—State	
Appropriation.	\$6,000
TOTAL APPROPRIATION.	\$498,000

The ~~appropriations in this section are subject to the following conditions and limitations:~~)

(1) Funding is provided for transit passes for state employees outside of higher education who work in King County, who are represented by the Washington Federation of State Employees. Funding is contingent upon the enactment of Senate Bill No. 5969 (transparency in public employee collective bargaining). If the bill is not enacted by July 31, 2017, the appropriation in this section shall lapse.

1 (2) Appropriations for state agencies are increased by the
2 amounts specified in ((LEAP Transportation Document 713 — 2017T))
3 this act to fund the provisions of this section.

4 **Sec. 508.** 2017 3rd sp.s. c 1 s 733 (uncodified) is amended to
5 read as follows:

6 **TRANSPORTATION—ORCA TRANSIT PASSES**

7 ((Motor Vehicle Account—State Appropriation. \$142,000
8 State Patrol Highway Account—State Appropriation. \$252,000
9 State Patrol Highway Account—Federal Appropriation. \$6,000
10 State Patrol Highway Account—Local Appropriation. \$8,000
11 Puget Sound Ferry Operations Account—State Appropriation. \$1,548,000
12 Highway Safety Account—State Appropriation. \$76,000
13 State Route Number 520 Corridor Account—State Appropriation. \$16,000
14 Tacoma Narrows Toll Bridge Account—State Appropriation. . . . \$4,000
15 Multimodal Transportation Account—State
16 Appropriation. \$10,000
17 TOTAL APPROPRIATION. \$2,062,000

18 ~~The appropriations in this section are subject to the following~~
19 ~~conditions and limitations:))~~

20 (1) Funding is provided for transit passes for state employees
21 outside of higher education who work in King County, and who are not
22 covered by a collective bargaining agreement. Funding is contingent
23 upon the enactment of Senate Bill No. 5969 (transparency in public
24 employee collective bargaining). If the bill is not enacted by July
25 31, 2017, the appropriation in this section shall lapse.

26 (2) Appropriations for state agencies are increased by the
27 amounts specified in ((LEAP Transportation Document 713 — 2017T))
28 this act to fund the provisions of this section.

29 **Sec. 509.** 2017 3rd sp.s. c 1 s 735 (uncodified) is amended to
30 read as follows:

31 **TRANSPORTATION—COMPENSATION—REPRESENTED EMPLOYEES—INSURANCE**
32 **BENEFITS**

33 ((Aeronautics Account—State Appropriation. \$3,000
34 State Patrol Highway Account—State Appropriation. \$711,000
35 State Patrol Highway Account—Federal Appropriation. \$38,000
36 State Patrol Highway Account—Private/Local Appropriation. . . \$15,000
37 Motorcycle Safety Education Account—State Appropriation. . . . \$7,000

1	State Wildlife Account State Appropriation.	\$4,000
2	Highway Safety Account State Appropriation.	\$821,000
3	Motor Vehicle Account State Appropriation.	\$2,955,000
4	Puget Sound Ferry Operations Account State Appropriation.	\$1,872,000
5	Ignition Interlock Device Revolving Account State	
6	Appropriation.	\$1,000
7	State Route Number 520 Corridor Account State Appropriation.	\$20,000
8	State Route Number 520 Civil Penalties Account State	
9	Appropriation.	\$4,000
10	Department of Licensing Services Account State Appropriation.	\$18,000
11	Multimodal Transportation Account State Appropriation.	\$18,000
12	Tacoma Narrows Toll Bridge Account State Appropriation.	\$9,000
13	I-405 Express Toll Lanes Operations Account State	
14	Appropriation.	\$8,000
15	TOTAL APPROPRIATION.	\$6,504,000

16 ~~The appropriations in this section are subject to the following~~
17 ~~conditions and limitations:)~~)

18 Collective bargaining agreements were reached for the 2017-2019
19 fiscal biennium between the governor and the employee representatives
20 under the provisions of chapters 41.80 and 41.56 RCW. Appropriations
21 in this act for state agencies are sufficient to implement the
22 provisions of the 2017-2019 collective bargaining agreements and are
23 subject to the following conditions and limitations:

24 (1)(a) The monthly employer funding rate for insurance benefit
25 premiums, public employees' benefits board administration, and the
26 uniform medical plan must not exceed \$913 per eligible employee for
27 fiscal year 2018. For fiscal year 2019, the monthly employer funding
28 rate must not exceed \$957 per eligible employee.

29 (b) Except as provided by the parties' health care agreement, in
30 order to achieve the level of funding provided for health benefits,
31 the public employees' benefits board must require any or all of the
32 following: Employee premium copayments, increases in point-of-service
33 cost sharing, the implementation of managed competition, or other
34 changes to benefits consistent with RCW 41.05.065. The board shall
35 collect a twenty-five dollar per month surcharge payment from members
36 who use tobacco products and a surcharge payment of not less than
37 fifty dollars per month from members who cover a spouse or domestic
38 partner where the spouse or domestic partner has chosen not to enroll
39 in another employer-based group health insurance that has benefits

1 and premiums with an actuarial value of not less than 95 percent of
2 the actuarial value of the public employees' benefits board plan with
3 the largest enrollment. The surcharge payments shall be collected in
4 addition to the member premium payment.

5 (c) The health care authority must deposit any moneys received on
6 behalf of the uniform medical plan as a result of rebates on
7 prescription drugs, audits of hospitals, subrogation payments, or any
8 other moneys recovered as a result of prior uniform medical plan
9 claims payments into the public employees' and retirees' insurance
10 account to be used for insurance benefits. Such receipts must not be
11 used for administrative expenditures.

12 (2) The health care authority, subject to the approval of the
13 public employees' benefits board, must provide subsidies for health
14 benefit premiums to eligible retired or disabled public employees and
15 school district employees who are eligible for medicare, pursuant to
16 RCW 41.05.085. For calendar years 2018 and 2019, the subsidy must be
17 up to \$150.00 per month. The public employees' benefits board may not
18 authorize under RCW 41.05.085, and the health care authority may not
19 provide, a subsidy under this subsection of more than \$150.00 per
20 month. Funds from reserves accumulated for future adverse claims
21 experience, from past favorable claims experience, or otherwise, may
22 not be used to increase this retiree subsidy beyond what is
23 authorized by the legislature in this subsection.

24 (3) All savings resulting from reduced claim costs or other
25 factors identified after June 1, 2017, must be reserved for funding
26 employee health benefits in the 2019-2021 fiscal biennium.

27 (4) Appropriations for state agencies are increased by the
28 amounts specified in (~~LEAP Transportation Document 713~~ ~~2017T~~)
29 this act to fund the provisions of this agreement.

30 **Sec. 510.** 2017 3rd sp.s. c 1 s 736 (uncodified) is amended to
31 read as follows:

32 **TRANSPORTATION—COMPENSATION—NONREPRESENTED EMPLOYEES—INSURANCE**
33 **BENEFITS**

34 (Aeronautics Account—State Appropriation.	\$9,000
35 State Patrol Highway Account—State Appropriation.	\$1,414,000
36 State Patrol Highway Account—Federal Appropriation.	\$14,000
37 Motorcycle Safety Education Account—State Appropriation.	\$2,000
38 Rural Arterial Trust Account—State Appropriation.	\$4,000

1	State Wildlife Account State Appropriation.	\$1,000
2	Highway Safety Account State Appropriation.	\$111,000
3	Highway Safety Account Federal Appropriation.	\$20,000
4	Motor Vehicle Account State Appropriation.	\$781,000
5	Puget Sound Ferry Operations Account State Appropriation.	\$68,000
6	Transportation Improvement Account State Appropriation.	\$12,000
7	State Route Number 520 Corridor Account State Appropriation.	\$16,000
8	County Arterial Preservation Account State Appropriation.	\$4,000
9	Department of Licensing Services Account State Appropriation.	\$3,000
10	Multimodal Transportation Account State Appropriation.	\$45,000
11	TOTAL APPROPRIATION.	\$2,504,000

12 ~~The appropriations in this section are subject to the following~~
13 ~~conditions and limitations:))~~

14 (1) Appropriations for state agencies in this act are sufficient
15 for nonrepresented state employee health benefits for state agencies,
16 including institutions of higher education, and are subject to the
17 following conditions and limitations:

18 (a) The monthly employer funding rate for insurance benefit
19 premiums, public employees' benefits board administration, and the
20 uniform medical plan must not exceed \$913 per eligible employee for
21 fiscal year 2018. For fiscal year 2019, the monthly employer funding
22 rate must not exceed \$957 per eligible employee.

23 (b) In order to achieve the level of funding provided for health
24 benefits, the public employees' benefits board must require any of
25 the following: Employee premium copayments, increases in point-of-
26 service cost sharing, the implementation of managed competition, or
27 other changes to benefits consistent with RCW 41.05.065. The board
28 shall collect a twenty-five dollar per month surcharge payment from
29 members who use tobacco products and a surcharge payment of not less
30 than fifty dollars per month from members who cover a spouse or
31 domestic partner where the spouse or domestic partner has chosen not
32 to enroll in another employer-based group health insurance that has
33 benefits and premiums with an actuarial value of not less than 95
34 percent of the actuarial value of the public employees' benefits
35 board plan with the largest enrollment. The surcharge payments shall
36 be collected in addition to the member premium payment.

37 (c) The health care authority must deposit any moneys received on
38 behalf of the uniform medical plan as a result of rebates on
39 prescription drugs, audits of hospitals, subrogation payments, or any

1 other moneys recovered as a result of prior uniform medical plan
2 claims payments into the public employees' and retirees' insurance
3 account to be used for insurance benefits. Such receipts must not be
4 used for administrative expenditures.

5 (2) The health care authority, subject to the approval of the
6 public employees' benefits board, must provide subsidies for health
7 benefit premiums to eligible retired or disabled public employees and
8 school district employees who are eligible for medicare, pursuant to
9 RCW 41.05.085. For calendar years 2018 and 2019, the subsidy must be
10 up to \$150.00 per month. The public employees' benefits board may not
11 authorize under RCW 41.05.085, and the health care authority may not
12 provide, a subsidy under this subsection of more than \$150.00 per
13 month. Funds from reserves accumulated for future adverse claims
14 experience, from past favorable claims experience, or otherwise, may
15 not be used to increase this retiree subsidy beyond what is
16 authorized by the legislature in this subsection.

17 (3) All savings resulting from reduced claim costs or other
18 factors identified after June 1, 2017, must be reserved for funding
19 employee health benefits in the 2019-2021 fiscal biennium.

20 (4) Appropriations for state agencies are increased by the
21 amounts specified in (~~LEAP Transportation Document 713~~ 2017T))
22 this act to fund the provisions of this agreement.

23 IMPLEMENTING PROVISIONS

24 **Sec. 601.** 2017 c 313 s 601 (uncodified) is amended to read as
25 follows:

26 FUND TRANSFERS

27 (1) The 2005 transportation partnership projects or improvements
28 and 2015 connecting Washington projects or improvements are listed in
29 the LEAP Transportation Document (~~(2017-1)~~) 2018-1 as developed
30 (~~(April 20, 2017)~~) February 18, 2018, which consists of a list of
31 specific projects by fund source and amount over a sixteen-year
32 period. Current fiscal biennium funding for each project is a line-
33 item appropriation, while the outer year funding allocations
34 represent a sixteen-year plan. The department of transportation is
35 expected to use the flexibility provided in this section to assist in
36 the delivery and completion of all transportation partnership account
37 and connecting Washington account projects on the LEAP transportation
38 document referenced in this subsection. For the 2017-2019 project

1 appropriations, unless otherwise provided in this act, the director
2 of the office of financial management may provide written
3 authorization for a transfer of appropriation authority between
4 projects funded with transportation partnership account
5 appropriations or connecting Washington account appropriations to
6 manage project spending and efficiently deliver all projects in the
7 respective program under the following conditions and limitations:

8 (a) Transfers may only be made within each specific fund source
9 referenced on the respective project list;

10 (b) Transfers from a project may not be made as a result of the
11 reduction of the scope of a project or be made to support increases
12 in the scope of a project;

13 (c) Transfers from a project may be made if the funds
14 appropriated to the project are in excess of the amount needed in the
15 current fiscal biennium;

16 (d) Transfers may not occur for projects not identified on the
17 applicable project list;

18 (e) Transfers may not be made while the legislature is in
19 session;

20 (f) Transfers to a project may not be made with funds designated
21 as attributable to practical design savings as described in RCW
22 47.01.480;

23 (g) Each transfer between projects may only occur if the director
24 of the office of financial management finds that any resulting change
25 will not hinder the completion of the projects as approved by the
26 legislature. Until the legislature reconvenes to consider the 2018
27 supplemental omnibus transportation appropriations act, any
28 unexpended 2015-2017 appropriation balance as approved by the office
29 of financial management, in consultation with the legislative staff
30 of the house of representatives and senate transportation committees,
31 may be considered when transferring funds between projects; and

32 (h) Transfers between projects may be made by the department of
33 transportation without the formal written approval provided under
34 this subsection (1), provided that the transfer amount does not
35 exceed two hundred fifty thousand dollars or ten percent of the total
36 project, whichever is less. These transfers must be reported
37 quarterly to the director of the office of financial management and
38 the chairs of the house of representatives and senate transportation
39 committees.

1 (2) The department of transportation must submit quarterly all
2 transfers authorized under this section in the transportation
3 executive information system. The office of financial management must
4 maintain a legislative baseline project list identified in the LEAP
5 transportation documents referenced in this act, and update that
6 project list with all authorized transfers under this section.

7 (3) At the time the department submits a request to transfer
8 funds under this section, a copy of the request must be submitted to
9 the transportation committees of the legislature.

10 (4) Before approval, the office of financial management shall
11 work with legislative staff of the house of representatives and
12 senate transportation committees to review the requested transfers in
13 a timely manner.

14 (5) No fewer than ten days after the receipt of a project
15 transfer request, the director of the office of financial management
16 must provide written notification to the department of any decision
17 regarding project transfers, with copies submitted to the
18 transportation committees of the legislature.

19 (6) The department must submit annually as part of its budget
20 submittal a report detailing all transfers made pursuant to this
21 section.

22 **Sec. 602.** 2017 c 313 s 606 (uncodified) is amended to read as
23 follows:

24 (1) By November 15, 2017, and annually thereafter, the department
25 of transportation must report on amounts expended to benefit transit,
26 bicycle, or pedestrian elements within all connecting Washington
27 projects in programs I, P, and Z identified in LEAP Transportation
28 Document ((~~2017-2-ALL-PROJECTS~~)) 2018-1 as developed ((~~April-20-~~
29 ~~2017~~)) February 18, 2018. The report must address each modal category
30 separately and identify if eighteenth amendment protected funds have
31 been used and, if not, the source of funding.

32 (2) To facilitate the report in subsection (1) of this section,
33 the department of transportation must require that all bids on
34 connecting Washington projects include an estimate on the cost to
35 implement any transit, bicycle, or pedestrian project elements.

36 **MISCELLANEOUS 2017-2019 FISCAL BIENNIUM**

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